



AND MERCHANTS' TRANSCRIPT.

NO. 1.

It would seem as though the hand of Providence was working out our salvation.

after the memorable encounter with the spermaceti, for though the *Arcturus* was spoken the day afterward and reported short handed, having lost the mate with

Whether she was wrecked on some of the coral islands that abound in the Pacific or whether she foundered in the gale two

In due time our vessel reached Nan-

quite a snug little sum coming to me on the account of the deceased second mate whose untimely and accidental death had been

One more little incident and I am done. A whaleship, arrived in New London about three months after our return home,

and reported picking up a dead whale with harpoon and line attached. On the

by comparing notes, I found it was the one I cut loose from, the day I experienced

FAR WESTERN CUSTOMS.—The stage

to leave Tuttle town after changing horses. Every seat, both inside and out was full.

st wrapped in his supercilious dignity and a heavy linen duster. A resident of Tnt.

approached the stage and inquired for a seat. "All full inside," growled the tourist, spreading himself to the full extent of his dignity and dunder. "But you are easy."

"I ain't going to be crowded; I pay for my comfort, sir, and intend to keep it."
"Did you pay for two seats?"
"I've only secured one seat, but there's

and the tourist settled himself back, while

n tones not particularly vociferous but
exceedingly deep.

ould, sir, nor exactly in accordance with
the effluence of our rnde. California, socie

"I don't hold myself accountable to the society of California. I pay my way and

"We don't fight in this country," solemnly

"You don't. Then I must have been misinformed. Pray, what do you do when a man insults you?" and a sort of triumph gleamed in the eyes of the stranger.

"Do, why we shoot him on the spot and that is the end of it. We don't waste time after we start in. By the way, I think I can squeeze in alongside of you there, can't I?"

"Don't know but you can," and a full
alf seat appeared beside the dignified

The Tuttle town citizen rode very comfortably from that hamlet to Sonora, and heard no more about fighting from the west, although remarks in regard to

dead shots' and the rapidity with which results are avenged in the Sigras, formed the staple of conversation among the other passengers.

Said a Johnny Bull nabob to his
 kankee servant: "Henry, go get a mince
 pie, put it on the stove, and eat it; but
 don't heat." Henry obeyed orders with

After ten or fifteen minutes the Henglishman ordered up the pie. "Why, I have eaten it up," quoth Henry. "You told me to eat it, but not heat it," said I.

ut by the kitchen stove and made away with it." "I told you," replied irate John, "to eat it; but not to heat it." "That's exactly what I did," put in Henry; "and what are you going to do?"

☞ The intelligent juryman has removed to Cincinnati. This is the latest, as remarked from the *Commonwealth*.

try, find that the said Louis Fillman came to his death by a shot accidentally went off by himself by killing a cat by shooting the same and when she was not

reach of the gun and the load discharged
itself."

that the mailing clerk of that paper, in sending away his mail recently, used among

ermon printed in its job office, and on it was a motto, so that the direction on one of the packages read: "New York City always abounding in the work of the

The Whalemens' Shipping List, NEW BEDFORD: TUESDAY MORNING, FEB. 22, 1876.

REMOVAL.
On and after this date, the office of the WHALEMEN'S SHIPPING LIST, is removed from No. 21 Hamilton to No. 4 South Second Street.
New Bedford, February 7th 1876.

IMPORTS			
Of Sperms and Whale Oil and Whalebone to the United States, for the week ending February 21, 1876.			
	Bls.	Bls.	Lbs.
	sp.	wh.	bone.
Boston.	1,214	.....	.....
Bark Asor.	1,214	.....	.....
Total.	1,214	.....	.....
Previously,	251	916	53,330
From Jan. 1, to date,	1,465	916	53,330
Same time last year,	2,108	970	177,199

NEW BEDFORD OIL MARKET.

For the week ending February 21.
SPEER.—Has been in better demand, and sales were made in this market of 400 bls., and in Boston 600 do. ex-Asor, for export, on private terms, but reported at about \$1.55 per gallon.
WHALE.—Continues very quiet, the only sale being 100 bls. Southern, for home use, at 65 cents per gallon.

IMPORTATIONS.

Per bark Asor, at Boston, 14th inst., from Fayal.—320 bls. sperm oil, 24, and 94 do. do. from bark Ohio, 24, and 94 do. do. from ship Josephine, to Swift & Perry, New Bedford; 113 do. do. from bark Catalpa, to John T. Richardson, do.; 123 do. do. from bark Stafford, to J. & W. R. Wing, do.; and 60 do. do. from bark Selma, to John P. Knowles, do. Total 1,214 bls.

LETTERS.

A letter from Capt. Clay, of schooner Golden City, of this port, reports her at Fernandina, February 13th, with 150 bls. sperm oil, which would be shipped to New York.
A letter from Capt. Snell, of bark Adeline Gibbs, of this port, reports her at sea, 4 months out, with 235 bls. sperm oil—all well. Would be at St. Helena in May.
A letter from Capt. Sturges, of bark Marcella, of this port, reports her at Mahé, January 10th, with 1,500 bls. sperm oil, all well—bound home direct.
A letter from Capt. Downs, of bark Petrel, of this port, reports her at Mahé, January 11th, with 700 bls. sperm and 200 do. whale oil, all told, all well. Expected to sail on the 16th.
Bark Gleone, 346 tons, formerly a whaler from this port, has been purchased by Messrs. Swift & Allen, of this city, and is to be fitted for whaling.

THE MASSACHUSETTS PRESS ASSOCIATION held its annual meeting and winter reunion at the Hotel Brunswick in Boston, on the 15th inst. George S. Merrill of Lawrence, was elected President; Messrs. Slack, Haskell, Marden, Chickering and Proctor, Vice Presidents; John S. Baldwin, of Worcester, Treasurer; John L. Parker, of Woburn, Corresponding Secretary. The Treasurer reported the receipts last year had been \$3,173. The Annual excursion was discussed with reference to visiting the Centennial Exhibition in Philadelphia, and referred to the Executive Committee. A resolution of respect for the memory of Edmund Anthony, late member of the Association, was adopted. At 3 o'clock the members of the Association with ladies, to the number of about 150 were sumptuously dined, commingled with speeches and song, and in the evening by invitation, attended the Boston Theatre to see the impersonation of "Our American Cousin" by Southern.

"VOICE OF ANGELS" is the title of an absurd "monthly journal edited and managed by spirits," published by D. C. Denmore, Boston. As its title implies this number is chiefly filled with communications purporting to be "sketches of life in both the higher and lower spheres of spirit land," among which James Fisk, Jr., cautions "those who admire my easy sort of life getting along in the world not to attempt to do as I did unless quite sure of possessing all the natural qualifications and in the same degree that characterized my own eventful life." Among others appears a colloquy between "the editor-in-chief" and Obed Raymond, in which the latter alludes to a portion of his life experience as a seaman on board the ship Henry, of Nantucket, before he "sailed out of the old body many years ago," has since been in purgatory and "would do anything not to be obliged to go down there again."

Now we happen to know a person now residing in this city who performed the voyage in the above named vessel with Obed Raymond, more than thirty-nine years ago, and moreover we can vouch that the said Raymond, whose character is thus infamously traduced by the "spirit editor-in-chief" of the above named print, is now a respectable citizen living in Nantucket. Yet by such stupid and infamous fabrications as these we have alluded to, a large unthinking class of persons are deluded to the reception of these absurdities of "trance mediums" and "revelations from the spirit land."

MORAL ENTERTAINMENT.—Home talent should be encouraged, especially in the production of dramatic pieces for the moral improvement of the people. Such is the character of the drama "Ten Nights in a Bar-Room," which is to be presented this (Tuesday) evening, Washington's Birthday, at Liberty Hall, by the Mowatt Dramatic Association of this city, and as half the proceeds will be given to the New Bedford Reform Club, a treble benefit will be derived by the entertainment.

The net earnings of the Union Pacific Railway in 1875 were over seven millions of dollars, an increase of more than a million over 1874.

Hay has been selling as low as \$5 per ton in Dennyville, Vt., this winter, \$8 being about the average price, and not much call for it at that figure.

WHALING SHIP BRUNSWICK.—A Washington despatch to the Boston Daily Advertiser, of the 16th inst., says:—"Another novel and interesting case will be tried to-morrow in the Court of Commissioners of Alabama Claims. The whaling ship Brunswick of New Bedford had a hole knocked in her bow below the waterline by an iceberg in Behring Strait in October, 1865, and it was decided by the captains of the fleet, four or five in number, that the vessel could not be saved. The oil which she had taken was put on board the other vessels, and her abandonment was almost completed when the Shenandoah came up and destroyed the entire fleet. There was no marine insurance on the Brunswick, and the owners claimed a total loss, protesting that the vessel could not possibly be saved. The matter was finally settled by compromise. The question to be presented to the Court now is, how much the owners are entitled to recover from the Geneva Award. The claimants say, half the value of the vessel and the whole value of the oil, their claim for half the value of the vessel being based on the assertion that there was a reasonable chance of stopping the leak and making a port for repairs. The government counsel says nothing, for the vessel, which had been virtually abandoned as irretrievably lost before the Shenandoah hove in sight, and only half the value of the oil, the other half being what would have belonged to the other vessels of the fleet as salvage, in case they had brought it home.

ALABAMA AWARDS.—The Court of Commissioners have made the following awards:—In case of schooner Rienzi, of Provincetown, George Chamberlain, \$888; Gideon Bowley, \$3,187; Joshua E. Bowley, \$3,187; Gideon Bowley et al., executors, \$1,062.50; David E. Butterfield, administrator, \$1,062.50. Also for the catch of the Rienzi, \$787.50. In case of ship Hector, of New Bedford:—Daniel L. Tinkham, \$217.50; William J. Rotch, \$1,960; Benjamin S. Rotch, \$1,125; Samuel C. Gilbert, executor, \$1,960; William R. Rodman et al., executors, \$980; William R. Robeson, \$500; Leander A. Plummer, \$250; Thomas A. Norton, \$1,250; Amos A. Chase, \$2,730. Also for the catch of the Hector, \$17,004.50. In case of Ocmulgee, of Edgartown:—Samuel Osborn, Jr., \$5,440; William H. Munroe, \$5,440; Henry A. Coffin, trustee, \$1,360; Louisa P. Worth administrator, \$1,360; Joseph V. Kelley, \$680; William P. Chadwick, \$680; William Bradley, \$680; William Jernegan, \$1,360; Frederick Warren, \$2,720; Ann Eliza Gannett, \$2,720; T. B. Luce, administrator, personal effects, &c., \$646; Henry Bradley, administrator, personal effects, &c., \$1,430; Samuel Turner, personal effects, &c., \$446.85; catch, \$16,812.25; H. W. Look, for loss of personal effects, &c., on the Brunswick, \$250; Andrew Jackson, personal effects, &c., on same vessel, \$1,135; Alden Potter, personal effects, &c., on same vessel, \$2,330; Caleb Babcock, personal effects, &c., on same vessel, \$863.

ST. NICHOLAS FOR MARCH.—Of the contents of this month St. Nicholas, Mr. Whittier's poem, "The Pressed Gentian," will probably be the most widely enjoyed. It is written in his sweet, rhythmic, simple style, and is full of his poetic feeling. It will be welcomed everywhere. Next in interest, perhaps, are the installments of the serials—Mr. Brooks' story containing an exceedingly vivid and realistic description of a "Buffalo stampede," and Mr. Bayard Taylor's, a fine picture of the wonder and stupefaction of an Icelandic boy at his first view of the sights of Scotland. Foreign scenery, indeed, enters largely into the composition of this number, since Mr. Charles Dudley Warner gives us a delightful glimpse of the "Festival of Tapers" in an Italian church; Mrs. Oliphant contributes the first of her papers on "Windsor Castle," and there is given us toward the close of the number, a story of Egyptian life. The series of "Talk with Girls" is begun with a charming "bit of talk" from Louisa M. Alcott; and Rebecca Harding Davis furnishes one of the best stories in the number. Mr. Riding contributes a fine description of "The New York Fire Department," and Mrs. Mary Treat's simple bit of science, "The Foscue." Last of all, the boys and girls will find the long-expected answer to the "Prize-Puzzle," and the awarding of the prizes. Published by Scribner & Co., 743 Broadway, New York.

THE COTTAGE HEARTH.—The March No. of this interesting monthly is received, and is full of good articles, among which may be found the monthly Fashion plates; The Portrait Gallery; The Floral Mart; The Mother's Chair; The What Not; Music; The Poet's Portfolio; Our Lookout; The Life Preserver; The Receipt Book; Querist and Social Circle; The Ladies Bazar; The Young Folks' Window; and the Land of Laughter. Published by Milliken & Spencer, 347 Washington street, Boston, at the low price of \$1.50 per annum. Single copies 15 cents.

The Science of Health for March is received, and as usual contains a vast variety of useful and instructive reading. The Recipe Department is well-filled. Price 20 cents, or \$2.00 a year. Address S. R. Wells & Co., 731 Broadway, N. Y.

SCHIRMER FOR MARCH is before us and contains the following illustrated articles:—Trinity College, Hartford; The Child-Garden; Truro Parish; Honore Balzac; Philip Nolan's Friends; or "Show your Passports!"—chapters 9 and 9; Gabriel Conroy—chapters 22, 24, 25, 26 and 27; Wilson, the Ornithologist; The Mysterious Island—part 3,—chapters 1, 2, 3, 4 and 5; and Revolution, four letters—third paper. The other articles are:—My Friend; Bifrost; The Old Folks' Party; Leviathan; The touch of the Unseen; Concerning Charles Lamb; Cafe des Exiles; Topics of the Time; The Old Cabinet; Home and Society; Culture and Progress; The World's Work; Eric-a-Brac. Published by Scribner & Co., 743 Broadway, New York.

A Newport fisherman recently caught in four days over 10,000 pounds of codfish.

Winslow, the Boston forger, was arrested in London on the 15th inst., at the instance of the American Minister. We gather from foreign telegrams that Winslow disembarked from the steamer at Gravesend, leaving his wife on board the Rotterdam to pursue her journey to Holland, taking the money and securities with her, with the understanding that he was to meet her at Brussels or some other point, and thence proceed to Brazil. He was traced so closely by detectives that he had been in London but a day or two before he was secured. When arrested he asked to be sent to America immediately. He said all the money in his party \$6,000, was his wife's, the proceeds of the sale of her property. The American Consul at Rotterdam telegraphs: "All will be seized and delivered to me." The clue of his whereabouts was discovered by intercepting a letter addressed to his wife, signed Clifton, and telling her to address her letters to "Morton Lefferts" his alias, care of Murrys, Publishers. On his calling for the letter, he was arrested by a detective in waiting. He acknowledged his identity and went along quietly. He was examined and remanded to await the arrival of the extradition papers. On being interviewed, he said he left everything in Boston in the hands of his attorneys, denied having any cash or bonds, and says nearly all the newspaper accounts concerning him are erroneous. Thus suddenly and ingloriously has the career of Winslow come to an end.

There is truth in the commonly received doctrine of successful business that dishonesty is the work of folly, to say nothing of its moral turpitude, and that every knave, however shrewd he may seem, is at bottom a fool.

INSURANCE LOSSES.—A statement of the 20 fire and marine insurance companies of Boston for 1875 shows the fire losses to have been \$638,294.73, and the marine losses \$1,240,438.68. Five new fire insurance companies have been organized during the year, with a capital of \$1,400,000, and another company has increased its capital stock \$200,000. The premiums of the fire companies, including the five new ones, have been 10 per cent. larger than the premiums for the preceding year, while, owing to an exceptional exemption from fires, the payments for losses have not been increased. The payments of the marine companies for losses were about 30 per cent. in excess of the payments for the previous year. Most of the companies have increased their surpluses during the year, and the aggregate of surpluses is over \$300,000.

Boston gas, according to the official report of the State Inspector, has the highest illuminating power of any in the State; Lawrence next, and New Bedford the lowest. An inspection of 6,820 gas meters show a grand average of 1.23 per cent. against the consumer. The legal minimum for illuminating power is twelve candles. Much gas is wasted by unsuitable burners; the best effect is produced by some sort of an Argand burner. The flame should have a regular flaming outline, with no ragged edges nor pronounced rays in the central blue space.

Some idea of the force of gunpowder may be learned from the fact that an 81-ton gun cast at Newcastle, England, charged with 240 pounds of gunpowder propelled a shot weighing 1,260 pounds at the rate of 1,400 feet a second, and with a momentum that would carry it through 20 inches of iron plating at a range of half a mile. Such big toys are nevertheless somewhat expensive, the first cost being \$75,000, and the cost of powder at each discharge \$125. It is announced that the authorities in Woolwich are prepared to commence a gun of 160 tons at a cost of some \$125,000.

Over 600 tons of coal have been distributed to the poor of the city of New York by the Commissioners of Charities and Correction since January 28th.

The historic Elm Tree on Boston Common, above two hundred years old, was blown down by the high wind on the evening of the 15th inst. Relic hunters has been busy in securing pieces.

There is a flourishing congregation of Mormons in Brooklyn, N. Y., which contemplate the erection of a tabernacle.

The United States Treasury in the principal cities now hold fourteen millions of dollars in silver coin, upwards of four millions of which is in the Boston vaults.

A street directory has been introduced on the Fifth Avenue Railway, New York. As the cars approach a street the conductor pulls a strap and the name of the street appears on a dial in full view of the occupants of the cars.

Sixty to seventy thousand pianofortes and cabinet organs are made and sold in the United States yearly.

Real estate is very much depressed in New York city. Several estates on Broadway have been put up at auction and withdrawn, as the bids did not approach the mortgage. A splendid summer estate on Leggett's Creek, which was sold three years ago for \$80,000, was sold under foreclosure for \$25,000.

The editor of the Lewiston (Pa.) Sentinel has lately received a legacy of \$20,000 from an old citizen of Mifflin county, as some acknowledgment of the benefit derived from the reading of that newspaper.

The decrease in coal used for domestic purposes in London was 400,802 tons last year, as compared with 1874.

Frederick Mosley of Michigan has been appointed Agent and General Consul at Cairo.

New Zealand advices state that a very mild winter has been followed by heavy rains, occasioning much damage to the crops, bridges, railroads and other property.

ALLUREMENTS OF THE PRESIDENTIAL OFFICE.—In the United States House of Representatives on the 2d inst., in a discussion of the proposed Constitutional amendment limiting the Presidential term Mr. Knott, of Kentucky, pictured its perquisites as follows:—A salary of \$50,000; a mansion sustained in a style of luxury that few persons dreamed of, furnished, repaired and heated at an annual expense of \$25,000, with the very air breathed there perfumed by rare exotics, propagated in \$50,000 garden house, maintained at an annual expense of \$5,000; a private secretary at \$3,000 a year to do the President's writing; two assistant secretaries at \$2,500 a year, to do the work of the private secretary; two clerks at \$2,250, to do the work of the assistant secretaries; (laughter); a steward at \$2,000 to supply the President's table with the choicest wines and riches (laughs) that could tempt or satiate his appetite; with \$6,000 a year for books, periodicals, stationery, telegrams and (a comic pause) other contingencies. What that meant he did not know, but he thanked God for the contingencies. (Laughter.) If the children of Israel sighed for the flesh pots of Egypt, what must be the anguish of a sensitive soul when taking a last long farewell of such a salary and such luxuries.

He asked the gentlemen to go home to their honest, hard-worked, overtaxed constituents, and tell them why four years was not a sufficient length of time for any American citizen to enjoy such an office.

In the United States Circuit Court in New York in the suit of Berri vs. the Adams Express Company, Judge Wallace ruled that the receipt of the Company was a binding contract and as the plaintiff did not state the value of his shipment at the time of its delivery to the Express Company, the responsibility of the latter was limited to \$50, and the plaintiff could only recover that amount, even though the loss had been occasioned by the negligence of the defendant.

Taunton is to be provided with a respectable Post Office, the United States Post Office Department having leased the commodious store of S. O. Dunbar for a term of ten years for a Post Office. The business of the Taunton office exceeds that of Fall River or New Bedford, yet has heretofore been conducted in a cramped up triangular building.

MARRIED.

In this city, 16th inst., Mr. Reuben Tabor and Miss Anna Peckham, both of this city; Mr. James T. Milne, of Fall River, to Mattie J. Gardner; Mr. J. Frederick Mason, of Worcester, to Ida A. Kanouse, of this city. In Fairhaven, 26th ult., Mr. Joseph W. Morse, of Fairhaven, to Miss Emma L. Anthony, of Westport.

DIED.

In this city, 13th inst., Sarah, daughter of William H. and Drucilla Sykes, 4 months; 14th, George Weaver, in his 88th year; 16th, Clara Nellie May, infant daughter of Thomas B. and Mary A. Rowe, 9 months; 19th, Elizabeth, daughter of the late Edmund and Nancy J. Anthony, 32 years and 9 months; 19th, Jimmie M. son of Horace M. and Addie A. Plummer, 1 year and 8 months; Florence F., infant daughter of Israel C. and Mary B. Cornish, 1 month. In Fairhaven, 16th inst., Sally, widow of the late Salathiel Eldridge, 68 years and 7 months. In East Fairhaven, 14th inst., Simpson Jenney, 50. In South Dartmouth, 17th inst., Ruby, widow of the late Ansel Baker, 67 years and 8 months. In Westport, 11th inst., Deborah, widow of the late Joseph Gifford, of Little Compton, 94 years, 4 months and 15 days. In Acushnet, 11th inst., Abigail Perkins, 88 years and 9 months. In Mattapoisett, 12th inst., John Washburn, 84 years and 6 months. In Nantucket, 15th inst., Eliza D. Fisher, 64 years and 3 months.

LIBERTY HALL, - New Bedford.

Tuesday Evening February, 22d, (Washington's Birthday.)
THE MOWATT DRAMATIC ASSOCIATION,
For the benefit of this talented amateur company and of the

NEW BEDFORD REFORM CLUB.

will produce with effective and characteristic appointments, the (Grand Moral Temperance Drama in five acts, entitled

TEN NIGHTS IN A BAR-ROOM.

Including the Grand Tableau of "The Seeking Angels," and "Mary in Heaven," with the Angel Chorus.

This old drama has been performed several times by the above company, and all ways to a full house. As it is not sensational and carries a moral throughout, portraying both the life of a drunkard and a life of sobriety and happiness, it is earnestly hoped that the entertainment will be well patronized by all classes.

Especially at the present time the production of this drama will have a good effect in connection with the objects of the New Bedford Reform Club; and to aid the Good Samaritan work of the successful temperance organization, the Dramatic Club has volunteered to give one-half of the proceeds of this entertainment.

Rickets—Parquette, 35 cents; gallery, 25 cents. Reserved seats at 50 may be secured at the ticket office (open at 9 A. M.) through the day of the performance.

SITUATIONS

NOW OPEN AT THE

Centennial Exhibition!

Philadelphia; good board and fair wages: Apply at once, enclosing ten cents for circulars of full particulars and registry.

A. L. SLAWSON, 227-33 ON KIDA, N. Y.

WANTED.

We will give energetic men and women

Business that will Pay from \$4 to \$8 per day, can be pursued in your own neighborhood, and is entirely honorable. Particulars free, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address

J. L. THAM & CO., 419 Washington St., Boston, Mass. P. O. Box 2,154. 115-3m

I. H. BARTLETT & SONS,

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Oils, Whalebone, Candles, &c.

ON COMMISSION.

NEW BEDFORD, MASS.

IVORY H. BARTLETT, IVORY H. BARTLETT, GEO. F. BARTLETT.

OFFICE OF THE Atlantic Mutual INSURANCE COMPANY.

NEW YORK, January 24th, 1876.
The Trustees, in conformity to the Circular of the Company, submit the following Statement of its affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875.....	\$5,840,021.88
Premiums on Policies not marked off 1st January, 1875, 2,455,272.87	
Total amount of Marine Premiums.....	\$8,295,394.75
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.	
Premiums marked off from 1st January, 1875, to 31st December, 1875.....	\$6,123,134.68
Losses paid during same period 2,712,068.5	
Returns of Premiums and Expenses.....	1,217,477.26
The Company has the following ASSETS, viz.:	
United States and State of New York Stock, City, Bank and other Stocks.....	\$10,314,940.00
Loans secured by Stocks, and otherwise.....	2,076,360.50
Real Estate and Bonds and Mortgages.....	257,000.00
Interest, and sundry notes and claims due the Company, estimated at.....	454,037.92
Premium Notes and Bills Receivable.....	2,076,360.50
Cash in Bank.....	363,402.40
Total amount of assets.....	\$16,019,940.82

Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next.

The outstanding certificates of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones, William H. Webb, Charles Dennis, Gordon W. Burnham, W. H. H. Moore, Frederick Chauncey, Henry C. Burdett, Lewis Curtis, Francis Skiddy, Charles H. Russell, Robert B. Minturn, Lowell Holbrook, Robert L. Mayne, Royal Phelps, James G. DeForest, David Lane, Alexander V. Blake, James Bryce, Charles D. Leverich, Daniel S. Miller, Charles H. Marshall, William Sturgis, Adolph Lemoine, John Elliott, George W. Lane, William E. Dodge, Adam T. Sackett, Josiah O. Low, Thomas F. Youngs, C. A. Hand, Horace G. Ray, James Low, William G. Ray, John D. Hewlett, Samuel Hutchinson, Edmund W. Corlis.
JOHN D. JONES, President.
CHARLES DENNIS, Vice-President.
W. H. H. MOORE, 2d Vice-President.
Feb 17/76

GOOD BARK ADDISON

REBUILT 1869, and thoroughly overhauled, caulked and coppered 1st February, 1876, and now classed A1 in the American Shipmasters' Association, and A1 in the American Lloyd's, will run as a packet from Boston and New Bedford to the Azores Islands and has first class accommodations for cabin and steerage passengers. For freight or passage apply to MEDINA BROTHERS, 39 Lewis Wharf, Boston.
MANUEL J. SEQUEIRA, Fayal, W. I.
or SILVIA, CABRAL & CO., St. Michaels, W. I.
aug 3/75

CHARLES R. SHERMAN,

DEALER IN

NAUTICAL, MATHEMATICAL, AND

OPTICAL INSTRUMENTS,

Charts, Nautical Books, Patent

Logs, Stationery, &c.,

No. 49 North Water Street,

NEW BEDFORD.

SEXTANTS, QUADRANTS, SPY-GLASSES, COMPASSES, &c., repaired in a workmanlike manner, and on reasonable terms.

All orders thankfully received and promptly executed.

oct 20/74 1y



OF WINTER CLOTHING.

FROM 20 to 25 per cent. less than the former selling prices,

A T

CHARLES FISHER'S

Clothing House,

64 PURCHASE STREET,

NEW BEDFORD, MASS.

[OPPOSITE CITY CLOCK.]

CHARLES T. BONNEY,

ATTORNEY AND COUNSELLOR AT LAW

AND

PROCTOR IN ADMIRALTY.

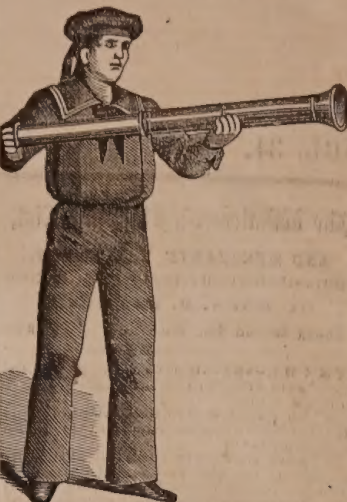
No. 42 North Water Street,

NEW BEDFORD.

Whaling voyages and maritime claims settled with dispatch.

mch 9/76 1y

Fog Horns.



THE attention of Owners and Masters of Sailing Vessels is called to the Circular of the Secretary of the Treasury, No. 110, dated December 6th, 1874, in regard to the use of

FOG HORNS.

[Extract of an "Act to provide for the better security of Life on board of Sailing Vessels," Section 47.] And every such sailing vessel that shall be navigated without complying with the provisions of this section, shall forfeit and pay a sum not exceeding Two Hundred Dollars, one-half to go to the informer; and for which sum the vessel so navigated shall be liable, and may be seized and proceeded against by way of libel, in any District Court of the United States having jurisdiction of the offence.

The Horns designated as meeting the requirements of the law may be found at

CHARLES R. SHERMAN'S

49 North Water Street, New Bedford,

Or at the office of the

NATIONAL ALARM COMPANY,

84 Devonshire Street, Boston, (Room 17.)

PRICE \$6.

J. & W. R. WING & CO.,

Have removed to their new Brick Building.

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF FINE AND STAPLE WOOLLENS, WORSTEDS, OVERCOATINGS, &c.,



READY MADE CLOTHING! A Large and New Stock of Men's White and Fancy Shirts, Underclothes and Drawers, HATS AND CAPS, TRUNKS AND TRAVELLING BAGS, AND A LARGE AND EXTENSIVE STOCK OF GENTS' FURNISHING GOODS.

WHALEMEN'S INFITTING AND OUTFITTING GOODS,

PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING, WILLIAM R. WING.

JOHN WING, HIRSH W. WESTWORTH.



THE "SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted. New Styles just ready. Send for Catalogue and Price List. Examine our new method of lighting the music for evening performance. Constant improvement our policy. Styles specially adapted for Parlors, Churches, Lodges, Music Halls and Conservatories. Address the Manufacturers.

E. P. NEEDHAM & SON,

Nos. 143, 145 & 147 East 22d St., New York.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO FEELE SLOUGH & CO.,

NO. 15 SOUTH WATER STREET, NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentlemen's Furnishings of every description, also a complete assortment of Cloths, Cassimeres, and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality, all of which our seafaring friends and the public are invited to inspect. Garments of all kinds made to order in the best style, and warranted to set at short notice. Thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN.

FREDERICK E. BRIGHTMAN.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of DISTINGUISHED Custom and Ready Made CLOTHING! GENTS' FURNISHING GOODS, Hats, Caps, Trunks, Bags, and Paper Collars, etc., etc.



Constantly kept on hand, and which will be sold at LOW PRICES.

"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS

A cordial invitation is extended to my SEAFARING FRIENDS to call and examine before purchasing elsewhere.

'SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE. Men's Youth's and Boys' Clothing

IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you; call and examine, all of which will be sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS F. GARDNER

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & Co. having dissolved and given up their corner store,

SIMEON DOANE

Will continue in the same business as heretofore at

NO. 55 UNION STREET!

here he will be happy to see all old friends and host of new ones "Who go down to the wharves," and will endeavor to give satisfaction in all business transactions, and will keep constantly on hand a full assortment of

READY MADE CLOTHING -AND- FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.

The business hereafter will be conducted under the style of DOANE & Co.

P. S. Anyone in search of STEPHEN BURDICK, will find him at the above establishment.

SIMEON DOANE.

J. H. J. DOANE.

NEW BEDFORD FLOUR CO.

MANUFACTURERS AND DEALERS IN

FLOUR,

Graham Flour, Buckwheat Flour,

MIDDINGS,

CORN,

MEAL,

OATS,

FINE FEED

SHORTS.

Special attention given to the Manufacture of very CHOICE FAMILY FLOURS. Our FAMILY FLOURS have a reputation equal to the Best.

SHIP FLOUR.

For fifteen years, we have made it our study to be able to Manufacture FLOUR, that would keep during a long voyage at sea, and have obtained such knowledge, as enables us to offer FLOUR to the Ship-owners of New Bedford, of our own Manufacture, that can be relied upon to keep during a long voyage. Our FLOURS have been carried to all parts of the known World, and are known upon every Sea. We use for our SHIP FLOUR, AMERICAN SOUTHERN WHEAT, which is the only Wheat suitable for such Flour. Flour will be packed in Air Tight Tin Cans when desired upon short notice. Persons wishing to purchase Flour for a sea voyage, will find it for their interest to call upon us before purchasing a full assortment of FLOUR kept constantly on hand. All orders will receive prompt attention.

Corner North Water and Hillman Streets

NEW BEDFORD MASS.

GEORGE R. PHILLIPS, PRESIDENT. JOHN N. BULLARD, SUPT. AND TREASURER

MOSES C. SWIFT,

MERCHANT



TAILOR,

No. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city competitors buy the goods.

NEW BEDFORD RAILROAD.



Boston Taunton, Providence, and Martha's Vineyard.

On and after Monday September 6th, 1875, trains will run as follows:

LEAVE NEW BEDFORD, For

Boston, via Boston and Providence Railway at 7.30, 10.15 A. M., and 3.40 P. M. Return 8.00, 11.10 A. M., and 4.35 P. M.

Via Old Colony Railroad, 8 A. M. Return, 3.30 P. M.

Providence, at 7.30, 10.25 A. M., 3.40, and 5.20 P. M. Return, 8.00, 10.50 A. M., 4.40, and 7.40 P. M.

Taunton, at 7.30, 8.00, 10.25 A. M., 3.40, and 5.20 P. M. Return, 9.00 A. M., 12.10, 5.45, 7.30, and from Dean street station, 4.30 P. M.

Myricks, at 7.30, 8.00, 10.25 A. M., 3.40, and 5.20 P. M. Return, 9.45, 9.20, A. M., 12.25, 4.40 and 6.00, P. M.

Howland's, at 8.00 A. M., and 3.40 P. M. Return, 9.25 A. M., and 6.10 P. M.

East Freetown, at 7.30 A. M., and 3.40 P. M. Return, 9.30 A. M., and 6.10 P. M.

Brasley's, at 8.00 A. M., and 3.40 P. M. Return, 9.35 A. M., and 6.15 P. M.

Acushnet, at 7.30, 10.25 A. M., and 3.40 P. M. Return, 9.45 A. M., and 6.25 P. M.

Worcester via Mansfield and South Framingham, at 3.40 P. M.

Lowell, at 3.40 P. M.

Fitchburg, at 3.40 P. M.

Fall River, at 7.30, 10.25 A. M., 3.40 and 5.20 P. M. Return, 11.15 A. M., and 3.35 P. M.

Newport, at 8.00 A. M., and 3.40 P. M. Return, at 2.55 P. M.

New York, via Fall River and Stonington, at 5.20 P. M. Return, at 5.00 P. M.

New York via Shore Line, at 7.30, 10.25 A. M., and 3.30 P. M. Return, 8.00 A. M., 1.00 and 10.00 P. M. Sundays, 10.00, P. M.

LEAVE TAUNTON, For

Boston, at 5.25, 8.06, 11.10 A. M., and 4.30 P. M. Return, 7.30, and 11.10 A. M., 2.00, 4.35 and 5.20 P. M.

Providence, at 5.25, 8.10, 11.10 A. M., and 1.40, 4.30 and 6.00 P. M. Return, 8.00, 9.15, 10.50 A. M., 2.00, 4.40, 6.20, and 7.40 P. M.

Passengers for Taunton and New Bedford from way stations between Boston and Mansfield, will take the trains which leave Boston at 7.30, 10.30 A. M., and 4.00 P. M. to Mansfield.

Passengers for way stations between Mansfield and Boston, in the morning will take the A. M. train from New Bedford, and the 6.32 A. M. train from Taunton.

*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, For

Boston, Middleborough, Bridgewater at 7.29 A. M., and 2.40 P. M.

Mattapoisett, at 7.29 A. M., 2.40 and 4.40 P. M.

Marion, at 7.29 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.29 A. M., 2.40 and 4.40 P. M.

Cape Cod, at 7.29 A. M., and 4.40 P. M.

Nantucket, at 7.29 A. M., and 2.40 P. M.

Plymouth, at 7.29 A. M., and 2.40 P. M.

LEAVE BOSTON, via Old Colony Railway at 8 A. M., and 4.00 P. M.

LEAVE SANDWICH at 7.33 A. M., 2.58 P. M.

LEAVE HYANNIS, at 6.45, A. M., 2.05 P. M.

LEAVE TREMONT, at 10.10 A. M., 8.55 and 5.40 P. M.

LEAVE MARION, at 10.22 A. M., 4.10 and 5.50 P. M.

LEAVE MATTAPoisETT, at 10.44 A. M., 4.25 and 6.11 P. M.

Passengers from Way Stations on Old Colony Railway will take the 3.35 P. M. train from Boston.

sept 3, 1875. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a partnership for the purpose of carrying on the Express business under the name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office No. 142 Union street, daily, (Sundays excepted) for Boston, Providence, Taunton and way stations at 6.45 and 7.15 A. M. Mid-day Express from office 9.45. Depot at 10.15 A. M. Afternoon Express, from office 3.10 and Depot at 3.40 P. M.

This Express so long and favorably known to the public, now offers superior facilities to all persons wishing to transact business in the principal cities and towns in the United States and Canada.

Specie, Bank Notes, and other valuables, safely transported, and Notes, Drafts, Bills, Coupons, &c., promptly collected. Goods of all descriptions forwarded with despatch.

This Express connects with steamer Monaster for Wood's Hole, (Falmouth), Holmes Hole and Edgartown, (Martha's Vineyard).

H. & Co. have the exclusive agency for the sale of Tidets via New York and Erie, New York Central and Pennsylvania Central Railroads, and their connections to all points South and West. Tickets for sale and information freely given at our office.

OFFICES:—In Boston, 34 Court Square, and No. 9 Milk street, opposite the Old South Church. Providence, 31 Dorrance street. Taunton, 2 Bank Exchange. New Bedford, 142 Union street.

A. D. HATCH, GEO. C. HATCH, CALVIN RAYMOND, JR. New Bedford, May 20, 1870.

DAVENPORT, MASON & CO.'S NEW YORK EXPRESS.

Daily, via Fall River, Providence and Stonington, connecting with ALL THE EXPRESS COMPANIES in New York, North, South and West, California and Sandwich Islands, having competent Messengers who accompany each Express, our customers may rely upon orders being promptly answered and all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Passage Tickets to and from Europe for sale at this office.

CALIFORNIA TICKETS, by steamers leaving New York on the 5th and 21st of each month furnished as usual, and all information in regard to the route given without charge.

DAVENPORT, MASON & Co New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and New York daily as per advertised time of that line.

A competent messenger will accompany each boat, and all orders will be promptly and faithfully executed.

OFFICES:—In New York, at 105 Wall Street; No. 346 Canal Street, corner of Church; and Pier 39 East River; New Bedford, at No. 19 Commercial Wharf.

Order can be found at Lawton's Drug Store, corner of Purchase and Union streets

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owner Agents and masters of whaling vessels, that they have succeeded in getting the tonnage dues removed from whaling vessels visiting this port for the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31 gallons, in lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed.

The expenses attendant on shipment of oil at this port are as follows:

A Package duty of twenty-four cents per barrel. Harbor dues, 38; Secretary's fee, 88; and a Harbor Police fee, as follows, viz:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4. This fee, however, is not incurred unless the vessel remains over 24 hours.

They still continue as hitherto, to supply Stores and negotiate Drafts on the most favorable terms as well as receive and ship home oil at the rate of One Dollar and Twenty cents per barrel, (deliverable at New York or Boston) free of all other charges except insurance, which will be effected on the most favorable terms when required.

Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any person offering themselves as Pilots, as there are none licensed by the Government, and none needed, there being no obstructions whatever in the Bay.

On coming to anchor masters are also informed that the middle part of Carlisle Bay, from Notherly to a Southerly direction, between Needham's Point Buoy, and Pelican Key, (on the latter of which a large wooden Lighthouse is erected), is of great depth, varying from 20 to 80 fathoms, and by running well past the Buoy to the leeward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.

There is now direct communication with the place by mail, which leaves New York about the 23d of every month, and arrives here on the 5th of the following month. All letters so forwarded to our care will be safely received, and delivered as addressed. Masters of vessels calling off the Harbor and not wishing to anchor may obtain their letters by coming on shore in a boat, after having been forwarded by the Health Officer and will not incur the expense that others incur.

New Bedford papers always on file for inspection. W. P. LEACOCK & CO. nov 22/84

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to ship masters visiting this port in procuring supplies.

Prompt attention paid to all orders, and every description of articles required constantly on hand.

Liberal advances made on consignments. Storage offered, and drafts taken at current rates.

Charges on goods addressed to our care advanced, and added to the bill of lading.

Particular attention paid to chartering of vessels, Insurance effected, &c., &c. feb 27/74

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds

unshipped at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will be delivered as addressed. sept 10/67

ISAAC H. MARKS,

VALPARAISO, CHILI,

GENERAL AGENT FOR THE TRANSACTION

OF ALL BUSINESS CONNECTED WITH

WHALEMEN ON THE COAST

OF CHILI.

All business entrusted to my care will receive prompt and careful attention

Refer to:—Charles F. Howland, Oriskany, New Bedford. 1y dec 8/74

New Bedford and New York

STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other

FEBRUARY 29, 1876.

BOSTON WEEKLY JOURNAL,
FOR THE CENTENNIAL YEAR,
1876.

ORGANIZE YOUR CLUBS.

"In order to keep well posted on news, politics and the affairs of a busy world, I find 'THE BOSTON WEEKLY JOURNAL' the most valuable paper in New England for family reading."

THE NEWS OF THE WEEK
Carefully Compiled Expressly for
the Paper.

The year 1876 promises to be full of interest and incident in this country. It will not only be a year of great excitement on account of the Presidential election, but the Centennial Exhibition at Philadelphia cannot fail to impart to the Summer months an amount of incident without precedent in the annals of our country. The resources of journalism will be tested, for thousands who will be unable to be present in person will depend upon the newspaper for full and accurate reports of the grandest peace event in the history of the United States. To obtain correct information so vital to the passing for the benefit of the readers of THE BOSTON WEEKLY JOURNAL will be the duty of its publishers.

The political events of the year will be full of significance. While THE BOSTON WEEKLY JOURNAL is pronounced in its political sentiments, its editors deem it a duty they owe to all political organizations to give full and impartial reports of their meetings. The merits as accorded THE BOSTON WEEKLY JOURNAL of giving to its political opponents a measure of fairness, especially in the way of information relating to movements, nominations and speeches, rarely found in the so-called party newspapers.

FAMILY READING. Varied and attractive to please the tastes of the intelligent classes.

THE MARKETS fully reported for the benefit of Farmers and Traders.

THE CENTENNIAL. The events of the Great Exhibition will be fully chronicled.

AGRICULTURAL ARTICLES of a Practical nature, under the head of "The Farm and The Fireside."

POLITICAL EDITORIALS and political news presented fully and fairly.

RELIGIOUS INTELLIGENCE, giving movements of ministers and news of interest to all denominations.

NEW ENGLAND ITEMS, being a record of interesting incidents carefully culled.

REPORTS OF ALL MEETINGS of interest related to Science, Literature, Education, and Domestic and Social Economy.

TERMS.

One copy..... \$2.00
Five copies to one address..... 8.50
Ten copies to one address..... 17.00
And an extra copy to the getter-up of a club of ten.

POSTAGE INCLUDED IN THE ABOVE RATES.

Any one remitting us \$2 will receive the Boston Weekly Journal during 1876, postage included.

The money in all cases must accompany the order, and be addressed to

JOURNAL NEWSPAPER CO.
BOSTON.

BOSTON SEMI-WEEKLY JOURNAL
FOR 1876.

PUBLISHED TUESDAYS AND FRIDAYS.

The current news carefully selected and arranged twice a week, presenting an attractive paper for subscribers who wish to become fully informed regarding the leading events of the hour than furnished by our Weekly, as it presents all the attractions of that paper, with the news, general reading and information given in a more copious form. It also contains the

MARINE NEWS

which is of especial attraction to Mariners, Shippers and residents of sea-port towns.

TERMS.

One copy..... \$4.00
Five copies to one address..... 17.00
Ten copies to one address..... 34.00
And an extra copy to the getter-up of a Club of ten.

Postage Included in the Above Rates.

Any one remitting us \$4 will receive the Boston Semi-Weekly Journal during 1876, postage included.

THE BOSTON DAILY JOURNAL.
PUBLISHED MORNING AND EVENING.

THE CHEAPEST DAILY
IN NEW ENGLAND.

One copy, one year, postage included..\$9.00
" " six months..... 4.50
" " three months..... 2.25

Contains all the news at the earliest moment, carefully classified and arranged.

Its circulation is more than that of the combined circulation of any three papers of its class printed in New England. Advertisements in THE JOURNAL go into both the Morning and Evening Journals at one price, thus securing practically the advantage of an insertion in two papers. Address

THE JOURNAL NEWSPAPER COMPANY, BOSTON.

H. A. POLHAMUS H. A. POLHAMUS, JR.
H. A. POLHAMUS & SON,
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, & C.,
OFFICE, 140 FRONT STREET,
NEW YORK.
ESTABLISHED 1841.
may 7 '72

PANAMA---U. S. C.,
GEORGE F. WILSON, JOHN BRAKEMEIER
WILSON & BRAKEMEIER,
PURVEYORS TO THE AMERICAN
ENGLISH NAVY, SHIPS AND
COMMISSION MERCHANTS.
ALL BUSINESS connected with
WHALEBS carefully attended to.
Exchange bought and sold.
REFERENCES.
Messrs. L. H. Bartlett & Sons, }
James D. Thompson, } N. Bedford
John Snow, Jr. }
William Lewis. }
oct 28 '75 1y

J. C. MERRILL & Co.,
SHIPPING AND COMMISSION MERCHANTS
204 & 206 California Street,
SAN FRANCISCO, CAL.
Particular attention paid to the sale of
Merchandise, purchasing and shipment of Cali-
fornia and Oregon Produce, chartering of ves-
sels effecting Insurance, &c.
Liberal advances made on consignments.
REFERENCES TO:
William J. Rotch,
Leander A. Plummer,
James D. Thompson,
William H. Athews,
Weston Howland,
George Barney,
Edward Merrill,
S. Griffith Morgan,
sep 28 -69 t1

free, \$26.

Subscriptions to either of our editions re-
ceive for a less length of time than one
year at the yearly rate.

The Semi-Weekly and Weekly mailed one
year to clergymen at the lowest rates.

Specimen copies sent upon application.

POSTAGE FREE TO SUBSCRIBERS.

These prices are invariable. We have no
travelling agents. Remittances to New-
York or Post Office Money Order, if pos-
sible, and where neither of these can be pro-
cured send the money in a registered letter.
Terms, cash in advance.

Address **THE NEW-YORK TIMES.**
New-York City.

BOSTON WEEKLY JOURNAL,
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PANAMA---U. S. C.,
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WILSON & BRAKEMEIER,
PURVEYORS TO THE AMERICAN AND
ENGLISH NAVIES, SHIPS AND
COMMISSION MERCHANTS.
ALL BUSINESS connected with
WHALEBS carefully attended to.
Exchange bought and sold.
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James D. Thompson, }
John Snow, Jr. }
William Lewis. }
oct 25 '75 ly

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SHIPPING AND COMMISSION MERCHANTS
204 & 206 California Street,
SAN FRANCISCO, CAL.
Particular attention paid to the sale of
Merchandise, purchasing and shipment of Cali-
fornia and Oregon Produce, chartering of ves-
sels effecting Insurance, &c.
Liberal advances made on consignments.
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Leander A. Plummer,
James D. Thompson,
William H. Athews,
Weston Howland,
George Barney,
Edward Merrill,
S. Griffith Morgan,
sep 28 '69-tt

The Whalemens Shipping List,
NEW BEDFORD:
TUESDAY MORNING, FEB. 29, 1876.

REMOVAL.

On and after this date, the office of the WHALEMEN'S SHIPPING LIST, is removed from No. 21 Hamilton to No. 4 South Second Street.
New Bedford, February 7th 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending February 28, 1876.

	Bls.	Sp.	Lbs.
New York.			
Steamer City of Dallas.	1,150	915	53,200
Total.	1,150	915	53,200
Previously.	1,465	121	59,964
From Jan. 1, to date.	1,615	916	53,200
Same time last year.	3,046	430	177,190

Exports for the week ending February 28, 1876: sp. wh. bone.
Previously, 1,465 121 59,964
From Jan. 1, to date, 1,615 916 53,200
Same time last year, 3,046 430 177,190

NEW BEDFORD OIL MARKET.
For the week ending February 28.

SPERM.—Continues in fair demand, with sales of 100 bls. old stock, at \$1.80, and 300 do. new stock, reported at \$1.65, all for manufacture.

WHALE.—Is exceedingly quiet, and we have no transactions to report.

WHALEBONE.—Is not very active. Sales were made of 3,000 lb. Arctic, at \$1.45, gold. Holders now demand \$1.50.

FOREIGN OIL MARKET.—The circular of Messrs. Brown, Gamble & Co., dated London February 10th, says:—No change in Crude Sperm; refiners having supplied their present requirements we are unable to report any sales during the past week. Whale is quoted at \$20 @ \$25 per ton.

WHALEBONE.—We are without any fresh supply, but a few tons of Cumberland Gulf have been sold at a Scotch port at a price not transpired, which closes up all the Scotch parcels of the past season.

IMPORTATIONS.

Pe steamer City of Dallas, at New York, 21st inst., from Ferdinandina—159 bls. sperm oil from schooner Golden City, to Loum Snow, Jr., New Bedford.

LETTERS.

A letter from the 2d officer of bark Coral, Marvin, of this port, reports her at Mangrove, January 12th, having taken 80 bls. sperm oil the last cruise.

Manager Blood has ordered that on and after to-morrow, March 1st, all passenger trains shall run to the terminus of the New Bedford Railroad in the central part of this city.

THE WRECK OF THE STRATHMORE.—Forty-one survivors rescued by an American whaler. It was the American whaler Young Phoenix, of New Bedford, that rescued forty-one of the survivors of the emigrant ship Strathmore. She took them aboard on the 22d of January, and on the 26th of that month transferred twenty of them to the Sierra Morena, which landed them at Galie, and who reports the above details.

A FIT APPOINTMENT.—President Grant has very judiciously selected from the list of applicants before him the name of THOMAS COGGESHALL to fill the vacancy in the Postmastership in this city. Mr. Coggeshall has been connected with the office as Clerk and Deputy during more than forty-two years, and has worthily and well earned a too long delayed promotion to its chief honors and emoluments, in which he will receive the congratulations of the entire community.

HARPER'S MAGAZINE for March contains the second installment of George Eliot's new novel, "Daniel Deronda." The second book is entitled "Meeting Streams." Beside the serial stories of Gilot and Julian Hawthorne, there are five short stories: "Number 13," by Elizabeth Stuart Phelps; "Simpson of Bassora," by James Payn; "Almost Too Late," by Charles McKay; "Wanted—A Soul," by Mrs. Frank McKay; and "The Crime of Abigail Tempest," by Susan Archer Weiss. The last of these is founded on a tradition respecting General Washington, and is illustrated. The most popular of the illustrated articles in this number are Porte Crayon's inimitable essay on "The Baby," with twenty humorous illustrations, and J. T. Trowbridge's poem "Aunt Hannah." Edwin P. Whipple concludes his centennial paper on "American Literature." General T. M. Logan, of Richmond, gives a very favorable view of the industrial future of the new South, followed by "Mrs. Handy's thrilling description of 'Confederate Make-shifts' during the late war. For sale by Edwin Dewis.

Winslow, the Boston forger, was brought before the Bow street Police Court 4th London, on the 23d inst., and remanded for eight days to await the documents from the United States for his extradition. Winslow stated to the Court that when his family were in Rotterdam, all their money being about \$75,000 of English money were taken from them excepting \$200. The only money he himself possessed was \$36, consequently he was unable to employ counsel. His wife and family were in great distress. His request to see his wife and family was granted.

Several notes supposed to have forged endorsements, since the disappearance of Mr. Winslow have been taken up in Boston. Winslow's return to Boston is expected about the end of March.

The Post Office Appropriation bill now in the hands of the sub-committee will reduce the salaries at least one-half, and abolish free delivery in cities under 80,000 population. These two items alone it is calculated will save the government two millions.

The bill abolishing capital punishment 1st Maine, has passed both Houses of the Legislature and passed to be enacted. It inaugurates an experiment that will be watched with great interest.

THE GENEVA AWARD.—Mr. Frye of Maine, of the House Committee on the Geneva Award has introduced a bill for the distribution of all moneys left after the awards made by the Commissioners, upon the basis of the act creating that Court. He proposes to extend the list of awards to claimants so as to include, first, persons and corporations claiming on account of damage caused by the so-called insurgent cruisers Boston, Chickamauga, Georgia, Jefferson Davis, Musk, Nashville, Retribution, Sallie, Sumter, Tallahassee, V. H. Joy, and Shenandoah, all such claims to be presented within six months from the passage of the act, and adjudicated by the Court of Commissioners, but no claim to be allowed in respect to which full compensation or indemnity shall have been received from any insurance. In the second place, corporations and citizens who paid a premium for war risks, to be awarded the amount of such extra or over premiums; and thirdly, all insurers being citizens of the United States, to be awarded for losses actually paid by them on account of war risks. No claim of a foreigner or disloyal subject or insurance company, to be admitted. Each class to be paid off in the order named. The bill has attracted considerable attention, and was referred to the Judiciary Committee.

ALABAMA AWARDS.—The Court of Commissioners have rendered the following judgments. In connection with the destruction of the bark Kate Cory, of Westport:—Alexander H. Cory, \$1,390.37; John White, \$1,031.25; E. P. Lawton, administrator estate of Joshua Potter, \$515.62; Alexander A. Richmond, \$373.25; Sarah H. Allen, \$133.98; William E. Mason, \$515.62; James P. Macomber, et al., administrators estate of Perry G. Macomber, \$279.25; Benjamin C. Smith, \$218.62; Stephen Flanders, \$1,031.25; Solomon White, Jr., \$186.62; Abner Potter, Jr., \$1,031.25; John Kehew, \$133.98; Charles M. Smith, administrator estate of Sylvester Brown, \$711.50; Perry Gifford, \$515.62; Benjamin Dexter, \$440; Joseph March, \$272.50; Stephen Flanders, master, \$1,265.50; Mancel Frank, \$427. Interest in all the above cases from the 15th day of April, 1863. Catch of the Kate Cory, \$8,066.12. In case of James Gifford, administrator estate of Peter Avery, master of the schooner Rienzi, of Provincetown, \$1,306. The award to the estate of Abraham Osborn in connection with the bark Ocmulgee, of Edgartown, the award was \$28,800, instead of as before reported.

In the cases known as the bonded vessels, Judge Jewell has delivered the following opinion. These vessels were the whalers James Maury, General Pike and Milo, of New Bedford, and the Nile of New London, Conn. The opinion of the Court, after citing authorities in collateral and opposite cases makes the following awards: In the case of the James Maury, to the owners alone for the loss and destruction of property, \$10,324.26, to be divided according to the respective interests of owners after deducting insurance, and to the owners jointly as compensation for the use of the vessel and for the compulsory service of the officers and crew, the sum of \$16,925 to be received by the owners with interest from the date of capture, and to be held by them as and for and in lieu of the catch of said vessel, and to be distributed among officers and crew of said vessel. In case of the General Pike, they award to the owners alone for their loss and destruction of their property, and to be divided among them, according to their respective interests, \$8,921.66, and to the owners jointly for compulsory service of officers and crew, as in the case of the James Maury and in lieu of catch, \$18,730. In the case of the Nile, to the owners alone, \$9,157.84; to the owners jointly, for the use of the vessel and compulsory service of officers, and in lieu of catch, \$16,585. In the case of the Nile, to the owners alone, \$8,550.63; and to the owners, for use of vessel and compulsory service of officers and crew in lieu of catch, \$14,375.

As to the loss of wages after arriving at San Francisco or Honolulu, it need only be said that the men abandoned the enterprise, choosing to consider the voyage ended, when they might have remained by their ships. These claims will therefore be dismissed.

Cases in connection with the loss of ship Louisiana, of New Bedford, were presented and argued by H. H. Willis. These involved an important point. It appears that the ship was, as claimed by the complainants, compelled in order to escape from the Shenandoah, to go into Kotzebue Sound, and while there struck on a bar, and being thrown on her beam ends took fire and was burned with nearly all the contents except the oil, which was saved at a cost of three-fourths of the amount on board.

Congress has extended the time for the presentation of claims before the Commissioners.

A sale of smuggled diamonds in New York which had been appraised at \$60,000, realized at auction only \$10,000; and another lot of smuggled jewelry, estimated at \$10,000, realized only \$4,680.

The Brazilian government has contracted with a London firm for the construction of the necessary works for supplying the city of Rio de Janeiro with water at a cost of ten millions of dollars.

The mill-owners have recovered a verdict against the town of Arlington, of \$82,600 for damages by the taking of water by the town.

Among an invoice of old paper, stock at the Woodworth paper mill at Norwich recently, was \$50,000,000 in cancelled United States bonds.

General Babcock has been acquitted by the jury at St. Louis of complicity in the whiskey frauds at that place.

It is little more than six years since George Peabody died, and already ten of the commodious and substantial dwelling-houses he bequeathed to the working-men of London have risen in the metropolis, all, save one, being completed and occupied. The first, built in Spitalfields and completed during the life-time of Mr. Peabody, has since been followed by the erection of nine others in various parts of the city. Another is now in course of building, and promises to be the largest of all, for it stands on five acres of ground, and affords a site for thirty-six blocks. In the aggregate the population of Peabody's buildings is not less than ten thousand persons. The amount left by Mr. Peabody with the object of providing "improved dwellings for the poor of London," was \$2,500,000. This is a capital sum laid out in an investment returning a certain moderate but safe interest, which interest, as it accumulates, becomes available for the building of dwellings; and these will themselves, in the magical manner peculiar to compound interest, add further sums to the capital. Each of the ten houses is a substantial building of twelve blocks, and, taking the average of four in each family, will supply house room for about one thousand persons. In each block there are twenty-two tenements, a few consisting of one room, some of two, and many of three, but each absolutely self-contained, and all as private as need be. Each of the tenements is well provided with all manner of conveniences.

AMERICAN VS. SHEFFIELD STEEL.—The following paragraph from the English correspondent of the Pittsburgh American Manufacturer relative to Sheffield and American steel saws and rails is of interest:—

"There is nothing new to report touching the actual trade of Sheffield. Your having declined to buy steel rails for them is leading to preparations for closing certain Bessemer rail mills; and so successfully are your own saw makers competing with the Sheffielders, as they ought to do, in your own market, that the Sheffield saw firms who now send any saws at all to the United States, are hardly to be classed in the plural number.

THE BLACK HILLS GOLD FIELDS.—Lieutenant Morris of the 9th United States Infantry, who has been for two years stationed at Fort Laramie, reports that adventurers are flocking to the Hills at the rate of about twenty-five a day. By the 1st of June it is expected that there will be from five to ten thousand emigrants to the gold region. He says: I was in the Hills for months, and the troops brought in miners from all parts of the Hills; none of them had much gold, and I would advise all who have money, or a place to work at any price, not to go there. There are no quartz mines and nothing but placer diggings. Mining may possibly pay moderate wages for two or three years, but by that time will be played out. There is always danger to be apprehended from the Northern Sioux Indians.

—Within nine years there have been annexed to Boston the cities of Roxbury and Charlestown, and the towns of Brighton, Dorchester and West Roxbury. The cities in Massachusetts and their respective ages are as follows:—Boston 54; Salem 40; Lowell 40; Cambridge 30; New Bedford 29; Worcester 28; Lynn 27; Newburyport 25; Springfield 24; Lawrence 23; Fall River 22; Chelsea 19; Taunton 12; Haverhill 7; Somerville 6; Fitchburg 4; Holyoke 3; Gloucester 3; Newton 3; Pittsfield 1. The only deaths in the family are those of Roxbury and Charlestown.

—San Francisco now manufactures fire crackers instead of importing them from China. In two factories with \$15,000 capital invested and using raw material to the amount of \$7,500, fire crackers of the value of \$30,000 were turned out last year at an expense for labor of \$5,000.

—It is said that the shoe manufacturers in Georgetown have more orders than they can fill for the next three months. One firm is turning out from 1,800 to 2,000 pairs a day, and cannot supply the demand.

—A rich gold lead, thought to be the richest ever struck in Southern Oregon, has been discovered in Rogue river, in Josephine county, about fifty miles below Jacksonville, and assays about \$500 to \$1,100 per ton.

—There are now 1,154 McKay shoe-stitching machines in use in the United States, and 846 in foreign countries. The number of pairs of boots and shoes sewed by the machine in this country during 1875 was 34,146,000 pairs.

—A. J. Griffin of Lowell, has invented a retort in which he combines carbon oil and water so that at a price a trifle less than fifty cents per 1,000 feet he generates the purest and whitest of gas, free from smoke or other impurities.

—The ice harvest at Kennebec, Me., this season has been abundant. More than 300,000 tons have already been secured a sale, and it is probable that the quantity housed will be greater than ever before.

—Mrs. Emily Tubman of Augusta, Ga., has presented a church society in that city with a completely furnished church building and parsonage, which she has built at a cost of \$101,850.

—The Director of the Mint states officially that he is ready to furnish silver coin at the requisition of the Treasurer of the United States that it may be substituted for fractional currency.

—Mr. James H. Mason of Taunton, whose mother was a Davis, has a family Bible which descended from Sir Thomas Davis, Lord Mayor of London in 1532, in which year the Bible was printed. It is an heirloom bequeathed by him to be kept in the Davis family. It is a most ancient relic, being 244 years old, and exceeds centennial relics almost two centuries and a half.

A MICHIGAN CENTENARIAN.—At Vienna, Monroe County, Mich., says the Grand Rapids Eagle, resides Louis Jacobs who was born of French parents in Detroit, in the year 1770—consequently he is in his 105th year. A great portion of his life has been spent among the Indians, in whose language and customs he is well versed, while he does not speak English at all. He fought in the war of 1812 against the Indians, and by them was twice wounded, one of the wounds being very dangerous. He rendered valuable service to the Government as an Indian scout, and he now receives a pension from the Government. Mr. Jacob has been twice married. By his first wife he had four and by his second three children, six of whom are now living. The eldest is eighty, and the youngest sixty years of age. One of his daughters raised a snug little family of twenty-five children. One of his great-grandchildren is a sprightly little girl of some five years. It is his custom to walk three-fourths of a mile to church and return every Sunday. He never wears glasses, and he does not use tobacco in any form.

—A story is told of a representative of one of the firms whose stores were destroyed by the great fire in New York. When it became evident that their store could not be saved, Detective John H. Britton was asked to go in and bring out a box of valuable bonds which they indicated. He did so at a great risk, and returned with the precious box. Whereupon, so it was said, the owner offered the detective a \$1 bill, which he of course refused to take.

—A Chicago millionaire, M. O. Walker, died a few years ago, leaving a Will that pleased nobody; and thus far there has been realized from the estate \$35,700, of which \$26,100 have gone to the lawyers and administrators.

—A robber who recently died of consumption and asthma, before his death revealed the names of his accomplices in the robbery of the Quincy Bank in Illinois, and told where the bonds were buried. He also spoke of a diamond robbery, but died before he could tell where the plunder was buried.

The other day a minister offered prayer at the laying of a corner-stone. A brisk young reporter bustled up and said: "I wish you would give me the manuscript of that prayer." "I never write out my prayers," said the preacher. "Well," said the reporter, "I couldn't hear a word you said." "I wasn't praying to you," quickly responded the parson.

—Charles O'Connor in New York has recovered from his recent severe illness and has resumed his practice at the Bar.

—Gulford White, a Boston lawyer, has been arraigned in the Superior Court on an indictment charging him with receiving stolen bonds to the amount of \$30,000, and was held for trial in \$10,000 bail.

MARRIED.

In this city, 16th inst., Mr. James Allen to Mrs. Prudence N. Nevers, both of this city; 24th, Mr. Richard W. Oliver to Miss Emma L. Henderson.
In Westport, 17th inst., Mr. George A. Allen to Miss Carrie W. Jones, both of Dartmouth.

DIED.

In this city, 20th inst., Charles H. infant son of Charles and Sarah H. Himes; 21st, Isabel C. daughter of Stephen C. and Elizabeth B. Gifford, 5 years and 5 months; Lizzie Grand, daughter of Gideon and Eliza Sherman, 7 years and 11 months; Annie E. daughter of Thomas and Sarah J. Williams, 16 years, 5 months and 5 days; 24th, Meribah M. wife of Capt. Charles H. Adams, 44 years and 10 days; 25th, George Henry, only son of George H. and Isabella M. Mitchell, 4 years and 6 months.
In Fairhaven, 22d inst., Jane F., wife of Francis A. Stackpole, 47.
In Acushnet, 24th inst., Desire, widow of the late Peleg Brownell, formerly of Westport, 76.
In Rochester, 16th inst., Thomas Bourne, 76.
In South Yarmouth, 23d inst., Amos K. Haswell, 34 years and 1 month.
In Taunton, 22d inst., Jahaziah Burbank, 72.
In Nantucket, 19th inst., Capt. Freeman E. Adams, 64 years and 6 months.

SPECIAL NOTICE.

NEW BEDFORD RAILROAD.

On and after WEDNESDAY, March 1st, 1876, INWARD passenger trains, after landing passengers at the Pearl street station, will run to Commercial Wharf, to accommodate those who wish to be landed in that section of the city.

OUTWARD passenger trains will leave Commercial Wharf at 7.10, 7.40, 10.00 A. M., 3.20, and 4.55 P. M.

On INWARD trains, all baggage will be left at the Pearl street station, unless the passenger owning the baggage requests the Conductor to have it sent to Commercial Wharf.

An extra fare of FIVE CENTS will be collected from all persons riding between Pearl street station and Commercial Wharf. Season and commutation tickets will not be good between Pearl street station and Commercial Wharf.

WARREN LADD, Sup't.
New Bedford, Feb. 26, 1876.

SITUATIONS

NOW OPEN AT THE

Centennial Exhibition!

Philadelphia: good board and fair wages: Apply at once, enclosing ten cents for circulars of full particulars and registry.
A. L. SLAWSON,
12276-31
ONEIDA, N. Y.

WANTED. We will give energetic men

Business that will pay

from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. Particulars free, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address
J. LATHAM & CO.,
419 Washington St., Boston, Mass.
P. O. Box 2,154. 115-3m

I. H. BARTLETT & SONS,

PURCHASERS OF

Oils, Whalebone, Candles, &c.

ON COMMISSION.

NEW BEDFORD, MASS.

IVORY H. BARTLETT.

IVORY H. BARTLETT & SONS.

GEO. F. BARTLETT.

OFFICE OF THE
Atlantic Mutual
INSURANCE COMPANY.

NEW YORK, January 24th, 1876.
The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875, \$5,840,021.88
Premiums on Policies not marked off 1st January, 1875, 2,455,272.87

Total amount of Marine Premiums, \$8,295,294.75

No Policies have been issued upon Life Risks; not upon Fire disconnected with Marine Risks.

Premiums marked off from 1st January, 1875, to 31st December, 1875, \$6,123,134.68

Losses paid during same period, 2,712,085.35

Returns of Premiums and Expenses, 1,217,477.26

The Company has the following ASSETS, viz.:

United States and State of New York Stock, City, Bank and other Stocks, \$10,314,940.00

Loans secured by Stocks, and otherwise, 2,544,200.00

Real Estate and Bonds and Mortgages, 267,000.00

Interest and sundry notes and claims due the Company, estimated at, 454,037.92

Premium Notes and Bills Receivable, 2,076,360.50

Cash in Bank, 563,402.40

Total amount of assets, \$16,019,940.82

Six percent interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next.

The outstanding certificates of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones, William H. Webb, Charles Dennis, Gordon W. Burnham, W. H. Moore, Frederick Chauncey, Henry C. Moore, Charles F. Barrett, Lewis Curtis, Francis Skiddy, Charles H. Russell, Robert B. Minurn, Lowell Holbrook, Robert L. Stuart, Royal Phelps, James G. DeForest, David Leland, Alexander Y. Blake, James Bryce, Charles D. Leverich, Daniel S. Miller, Charles H. Marshall, William Sturges, Adolph Lemoyne, John Elliott, George W. Lane, William H. Dodge, Adam S. Packett, Josiah O. Low, Thomas F. Youngs, C. A. Hand, Horace Gray, James Low, Winthrop G. Ray, John D. Heylett, Samuel Hutchinson, Edmund W. Corlis.

JOHN D. JONES, President
CHARLES DENNIS, Vice-President
W. H. MOORE, 2d Vice-President
Feb 17/76

GOOD BARK ADDISON

REBUILT 1869, and thoroughly overhauled, caulked and coppered 1st February, 1876, and now classed A1 in the American Shipmasters' Association, and A1 in the American Lloyd's, will run as a packet from Boston and New Bedford to the Azores Islands and has first class accommodations for cabin and steerage passengers. For freight or passage apply to MEDINA BROTHERS, 39 Lewis Wharf, Boston.

MANUEL J. SEQUERO, Payol, W. I.

or SILVA, CABRAL & CO., St. Michaels, W. I.

aug 3/75

CHARLES R. SHERMAN,

DEALER IN

NAUTICAL, MATHEMATICAL, and

OPTICAL INSTRUMENTS,

Charts, Nautical Books, Patent

Logs, Stationery, &c.,

No. 49 North Water Street,

NEW BEDFORD.

SEXTANTS, QUADRANTS, SPY-GLASSES, COMPASSES, &c., repaired in a workmanlike manner, and on reasonable terms.

All orders thankfully received and promptly executed.

oct 20/74

1y

GREAT

INDUCEMENTS

TO

Buyers

OF

WINTER

CLOTHING.

FROM

20 to 25 per cent. less than

the former selling prices,

A T

CHARLES FISHER'S

Clothing House,

64 PURCHASE STREET,

NEW BEDFORD, MASS.

Whaling and Merchants' Shipping List.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING MARCH 7, 1876.

NO. 3.

The Whaling and Merchants' Shipping List.

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY EHEN. P. RAYMOND,

4 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, (1876-77) when paid STRICTLY IN ADVANCE. Single copies 5 cents.

No paper will be discontinued until all arrears are paid, except at the option of the publisher.

Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.

A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.

A. W. PEIRCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

SP. BLS. WH. BONE.

JANUARY.

By Railroad, N. B. 40,230

7 Jon Nickerson, N. Y. 101

11 Nile, N. L. 380 5,000

do, on freight, 400 8,000

25 Colon, N. Y. 136

25 Gem, " 81

FEBRUARY.

2 Humber, Boston, 70

14 Azor, " 1,214

21 City of Dallas, N. Y. 150

LIST OF WHALERS IMPORT.

NEW BEDFORD.

Ship Daniel Webster.

Bark Alaska.

" Cicero.

" E. Corning.

" Ohio.

" Progress.

" Sea Ranger.

" Sunbeam.

" Swallow.

" Tropic Bird.

Schr. Abbie Bradford.

" Petrel.

FAIRHAVEN.

Schr. Cohasset.

" Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

NEW BEDFORD.

Arnold, sp. wh. bone.

do, on freight, 410 125

Atlantic, 410 125

Bartholomew Gosnell, 700 300

California, 1,100 40

Commodore Morris, 375 900

Coral, 375 900

Desdemona, 375 900

Eliza Adams, 375 900

E. H. Adams, 1,600 17,000

Golden City, 1,050 225

Golden Mar, 390 1,500

do, on freight, 80 300

Janet, 150

Marcella, 1,050 225

Mary Frazier, 375 900

Matapoisett, 160 175

Mercury, 420 500

Merlin, 230

Oceana, 230

Pacific, 230

Sarah, 230

Selma, 325

Stafford, 1,300

Union, 325

Wave, 325

MARION.

Admiral Blake, 90 500

DARTMOUTH.

Cape Horn Pigeon, 90 500

WESTPORT.

Andrew Hicks, 400

Mermaid, 1,425

MERCHANTMEN TO ARRIVE

Ship Young America,

from San Francisco,

Dec. 31, for N. York, 2,993

Ship Governor Morton,

from San Francisco,

for New York, Feb. 21, 250 750

Bark Ceylon, from San Francisco, December 23, for New Bedford, 5,410

Ship Syren, from Honolulu, for New Bedford, 5,200

J. E. BLAKE & CO.,

Druggists and Apothecaries.

With care and attention to business, and

fair dealing secured by a long business

experience, we hope to merit and receive

a fair share of public confidence and

patronage.

Our stock, which we intend shall be the

largest and most complete in this section,

embraces everything required to meet the

wants of Physicians, Dealers, and the retail

trade. Physicians can rely upon having their

Prescriptions Prepared only by Competent

and careful Persons,

and in all things shall be our constant aim

to gain the confidence and esteem of our

patrons.

MR. ISRAEL H. SHURTLEFFRE, with us,

and will be pleased to see all his old

friends and hosts of new ones at the old

stand.

J. E. BLAKE & CO.,

84 North Second Street, cor. Middle.

CORDAGE.

THE NEW BEDFORD CORDAGE COMPANY

are now prepared to furnish short notice

GANGS OF RIGGING,

Of all sizes, and of the best manufacture. At

MANILA AND HEMP WHOLE LINE

Made from pure Manila and Russia Hemp

All orders sent to L. A. PLUMMER, Treas-

urer, Rote's Square, New Bedford, Mass.,

will be promptly attended to.

THE WEEKLY SUN.

1776. NEW YORK. 1876.

Eighteen hundred and seventy-six is the

Centennial year. It is also the year in

which an opposition House of Representa-

tives, the first since the war, will be in power

at Washington; and the year of the twenty-

third election of a President of the

United States. All of these events are sure

to be of great interest and importance, es-

pecially the two latter; and all of them and

everything connected with them will be

fully and freshly reported and expounded

in the Sun.

The opposition House of Representatives,

taking up the line of inquiry opened years

ago by the Sun, will sternly and diligently

investigate the corruption and misdeeds of

Grant's administration; and will, it is to be

hoped, lay the foundation for a new and

better period in our national history. Of

all this the Sun will contain complete and

accurate accounts, furnishing its readers

with early and trustworthy information

upon these absorbing topics.

The twenty-third Presidential election,

with the preparations for it, will be mem-

orable as deciding upon Grant's aspira-

tions for a third term of power and plunder.

And still more as deciding who shall be the

candidate of the party of Reform, and as

electing that candidate. Concerning all

these subjects, those who read the Sun will

have the constant means of being thorow-

ly well informed.

THE WEEKLY SUN which has attained a

circulation of over eighty thousand copies

already has its readers in every State and

Territory, and its numbers doubled. It will

continue to be a thorough newspaper. All

the general news of the day will be found in

it, condensed when unimportant, at full

length when of moment; and always, we

trust, treated in a clear, interesting and in-

structive manner.

It is our aim to make the Weekly Sun the

best family newspaper in the world, and we

shall continue to give in its columns a large

amount of miscellaneous reading, such as

stories, tales, poems, scientific intelligence

agricultural information, for which we are

not able to make room in our daily edition.

The agricultural department especially is

one of its prominent features. The fashions

are also regularly reported in its columns;

and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with

five-six broad columns is only \$1.20 a

year, postage prepaid. As this price bare-

ly repays the cost of the paper, no discount

can be made from this rate to clubs, agents,

Postoffice, or otherwise.

THE DAILY SUN, a large four-page

newspaper of twenty-eight columns, gives

the news for two cents a copy. Subscrip-

tion, postage prepaid, 55 cents per month,

or \$6.50 a year. SUNDAY edition extra,

\$1.10 per year. We have no travel agents.

Address, "THE SUN" New York City

Scribners' Monthly for 1876.

The following list of some of the attractive

articles selected for Scribners' Monthly, for

the coming year. In the field of fiction, be-

sides numerous novelettes and shorter stories,

there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our

hands.

"GABRIEL CONROY,"

By Bret. Hart.

Begins in the November number,

and will run for twelve months. This is Mr.

Hart's first extended work. The scenes and

characters, which the author has chosen

for his favorite field, California, are paint-

ed with characteristic vividness and power;

and the work is without doubt the most

graphic record of early California life that

we shall also begin in the January No.

"PHILIP NOLAN'S FRIENDS,"

Or, Show Your Passports.

BY EDWARD EVERETT HALE.

The scene of this story is laid in the South-

western territory, now forming the States of

Louisiana and Texas, at the time of Aaron

Burr's treason. The characters lived in a

French and now Spanish, and this record

of their adventurous lives makes a story of

intense and unflagging interest throughout.

A SECOND "FARMER'S VACATION,"

BY COL. GEORGE E. WARRING, JR.

Col. Warring is now in Europe, visiting in

a row-bat ride of two hundred and fifty

miles, one of the most fertile and interest-

ing of the vine-growing valleys of Europe.

The second series of papers promises to be

even more interesting than that with which

our readers are already familiar.

CENTENNIAL LETTERS.

Edited by John Vance Cheney.

A rare collection of Revolutionary Letters,

mainly from stores in the hands of the de-

scendants of Col. Joseph Ward. They are

full of interest, and will be read with a rare

relish in our half-moon.

BRILLIANTLY ILLUSTRATED

ARTICLES ON

AMERICAN COLLEGES.

Written respectively by their friends, will

appear during the year. The revived inter-

est in college life makes these papers espe-

cially timely, and will secure for them un-

usual attention.

Elegantly illustrated articles on Old New

York, by John F. Mearns, will appear once,

and will attract the attention of all, in city

or country, who mark with interest the de-

velopment of the great metropolis, and af-

fectionately remember the quaint peculiar-

ities of its olden time.

Every number is profusely illustrated,

thus enabling us to give to our descriptions

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manent value never attained in a non-illus-

trated periodical. Under its accustomed

management, the magazine, which in the fu-

ture will be devoted, as it has been in the past,

to sound literature and Christian progress.

THE EDITORIAL DEPARTMENTS

occupy over twenty pages of each number

and contains Dr. Holland's vigorous and

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The 10 volumes complete, Nov. 1876, to Oct.

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not registered, at sender's risk.

SCRIBNER & CO.,

743 Broadway, New York.

THE MIDNIGHT ROBBERS.

Last night—yesterday being my seven-

teenth birthday—we had a little musical

party. The people gone, we, having eaten

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF FINE AND STAPLE WOOLLENS, WORSTEDS, OVERCOATINGS, &c.,

FOREIGN AND AMERICAN MANUFACTURE, which we are prepared to make to order into garments as ordered by customers.



READY MADE CLOTHING Men's White and Fancy Shirts, Under-shirts and Drawers, HATS AND CAPS. TRUNKS AND TRAVELING BAGS, AND A LARGE AND EXTENSIVE STOCK OF GENTS' FURNISHING GOODS.

AND A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS, PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING, WILLIAM R. WING,

JOHN WING, HIRSH W. WENTWORTH,



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A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted. New Styles just ready. Send for Catalogue and Price Lists. Examine our new method of lighting the music for evening performance. Constant improvement our policy. Styles specially adapted for Parlors, Churches, Lodges, Music Halls and Conservatories. Address the Manufacturers.

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NO. 15 SOUTH WATER STREET, NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentlemen's, Farthingales, every description, also a complete assortment of Cloths, Cassimeres, and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS, Of the best quality, to all of which our seafaring friends and the public are invited to inspect. Garments of all kinds made to order in the best style, and warranted to suit at short notice. Being thankful for past favors, would respectfully solicit a continuance of the same. LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

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FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,



"NOT SOLD YET."

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108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE. Men's Youth's and Boys' Clothing IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

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MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment. The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you; call and examine, all of which will be sold at low prices. EDWARD T. TABER, JOSEPH R. REED, DARIUS F. GARDNER

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO. having dissolved and given up their corner store?

SIMEON DOANE

Will continue in the same business as heretofore at

NO. 55 UNION STREET!

here he will be happy to see all old friends and host of new ones "Who go down to the ships," and will endeavor to give satisfaction in all business transactions, and will keep constantly on hand a full assortment of

READY MADE CLOTHING -AND- FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.

The business hereafter will be conducted under the style of DOANE & Co.

P.S. Anyone in search of STEPHEN BURDICK, will find him at the above establishment.

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MANUFACTURERS AND DEALERS IN

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Special attention given to the Manufacture of very CHOICE FAMILY FLOURS. Our FAMILY FLOURS have a reputation equal to the best.

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Forty years, we have made it our study to be able to manufacture FLOUR that would keep during a long voyage at sea, and have obtained such knowledge, as enables us to offer FLOUR to the ship-owners of New Bedford, of our own Manufacture, that can be relied upon to keep during a long voyage. Our FLOURS have been carried to all parts of the known world, and are known upon every sea. We use for our SHIP FLOUR, AMERICAN WHEAT, which is the only wheat suitable for such flour. Flour will be packed in Air Tight Tin Cans when desired upon short notice. Persons wishing to purchase Flour for a sea voyage, will find it for their interest to call upon us before purchasing. A full assortment of FLOUR kept constantly on hand. All orders will receive prompt attention.

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Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city customers buy the goods.

NEW BEDFORD RAILROAD.



Boston, Taunton, Providence, and Martha's Vineyard.

On and after Monday September 6th, 1875, trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railroad, at 7.30, 10.30 A.M., and 3.40 P.M. Return, 8.00, 11.10 A.M., and 4.35 P.M. Via Old Colony Railroad, 5 A.M. Return, 3.30 P.M. Providence, at 7.30, 10.30 A.M., 3.40, and 5.20 P.M. Return, 8.00, 10.50 A.M., 3.40, and 7.40 P.M. Taunton, at 7.30, 8.00, 10.25 A.M., 3.40, and 5.20 P.M. Return, 9.00 A.M., 12.10, 5.45, 9.20, and from Dean street station, 4.20 P.M. Myricks, at 7.30, 8.00, 10.25 A.M., 3.40, and 5.20 P.M. Return, 8.45, 9.20, A.M., 12.25, 3.40 and 6.00 P.M. Howland's, at 8.00 A.M., and 3.40 P.M. Return, 9.35 A.M., and 6.05 P.M. East Freetown, at 7.30 A.M., and 3.40 P.M. Return, 9.30 A.M., and 6.10 P.M. Braley's, at 8.00 A.M., and 3.40 P.M. Return, 9.30 A.M., and 6.15 P.M. Acushnet, at 7.30, 10.25 A.M., and 3.40 P.M. Return, 9.45 A.M., and 6.25 P.M. Worcester via Mansfield and South Framingham, at 3.40 P.M. Lowell, at 3.40 P.M. Fitchburg, at 3.40 P.M. Fall River, at 7.30, 10.25, A.M., 3.40 and 5.20 P.M. Return, 11.15, A.M., and 3.30 P.M. Newport, at 8.00 A.M., and 3.40 P.M. Return, 8.00, A.M., and 1.00 and 10.00 P.M. Sundays, 10.00, P.M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.00, 11.10 A.M., and 4.30, 5.30, P.M. Providence, at 5.25, 8.10, 11.10 A.M., and 1.40, 4.35 and 6.00 P.M. Return, 8.00, 9.15, 10.50 A.M., 2.00, 4.00, 6.20, and 7.40 P.M. Passengers for Taunton and New Bedford from way stations between Boston and Mansfield, will take the trains which leave Boston at 7.30, 10.30 A.M., and 4.00 P.M. to Mansfield. Passengers for way stations between Mansfield and Boston, in the morning will take the A.M. train from New Bedford, and the 6.32 A.M. train from Taunton. *On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at 7.29 A.M., and 2.40 P.M. Mattapoisett, at 7.29 A.M., 2.40 and 4.40 P.M. Marion, at 7.29 A.M., 2.40 and 4.40 P.M. Tremont, at 7.29 A.M., 2.40 and 4.40 P.M. Cape Cod, at 7.29 A.M., and 4.40 P.M. Yarmouth, at 7.29 A.M. Plymouth, at 7.29 A.M., and 2.40 P.M. LEAVE BOSTON, via Old Colony Railroad at 8 A.M., and 4.00 P.M. LEAVE SANDWICH at 7.30 A.M., 2.55 P.M. LEAVE HYANNIS, at 6.45, A.M., 2.05 P.M. LEAVE TREMONT, at 10.10 A.M., 3.55 and 5.40 P.M. LEAVE MARION, at 10.22 A.M., 4.10 and 5.59 P.M. LEAVE MATTAPoisETT, at 10.34 A.M., 4.25 and 6.11 P.M. Passengers from Way Stations on Old Colony Railroad will take the 3.35 P.M. train from Boston. sept 8, 1875. WARREN LADD, Supt.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a partnership for the purpose of carrying on the Express business under the name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office No. 142 Union street, daily, (Sundays excepted, for Boston, Providence, Taunton and way stations at 6.45 and 7.15 A.M. Mid-day Express from office 9.45, Depot at 10.15 A.M. Afternoon Express, from office 3.10 and Depot at 3.40 P.M.

This Express as long and favorably known to the public, now offers superior facilities to all persons wishing to transact business in the principal cities and towns in the United States and Canada.

Specie, Bank Notes, and other valuables, safely transported, and Notes, Drafts, Bills, Coupons, &c., promptly collected. Goods of all descriptions forwarded with despatch. This Express connects with steamer Monohasset for Wood's Hole, (Falmouth, Holmes Hole and Edgartown, (Martha's Vineyard).

H. & Co. have the exclusive agency for the sale of tickets via New York and Erie, New York Central and Pennsylvania Central Railroads, and their connections to all points South and West. Tickets for sale and information freely given at our office.

OFFICES:—In Boston, 34 Court Square, and No. 9 Milk street, opposite the Old South Church. Providence, 34 Dorrance street. Taunton, 2 Bank Exchange. New Bedford, 142 Union street.

A. D. HATCH, GEO. C. HATCH, CALVIN RAYMOND, JR. New Bedford, May 20, 1870.

DAVENPORT, MASON & Co.'s NEW YORK EXPRESS.

Daily, via Fall River, Providence and Stonington, connecting with ALL THE EXPRESS COMPANIES in New York, North, South and West, California and Sandwich Islands, having competent Messengers who accompany each Express, our customers may rely upon orders being promptly answered and all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Passage Tickets to and from Europe for sale at this office. CALIFORNIA TICKETS, by steamers leaving New York on the 6th and 21st of each month (unless as usual, and all information in regard to the route given without charge.

DAVENPORT, MASON & Co New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York DAILY EXPRESS

Via New Bedford and New York Steamship Line.

Leaves New Bedford and New York daily as per advertised time of that line.

A competent messenger will accompany each boat, and all orders will be promptly and faithfully executed.

OFFICES:—In New York, at 105 Wall Street, No. 346 Canal Street, corner of Church, and Pier 39 East River. New Bedford, at No. 19 Commercial Wharf. Order book can be found at Lawton's Drug Store, corner of Purchase and Union streets.

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

The undersigned beg to give notice to owners of agents and masters of whaling vessels, that they have succeeded in getting the tonnage dues removed from whaling vessels visiting this port or the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31½ gallons, in lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed. The expense attendant on shipment of oil at this port are as follows:

A Package duty of twenty-four cents per barrel. Harbor dues, 25¢; Secretary's fee, 25¢; and a Harbor Police fee, as follows:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4. This fee, however, is not incurred unless the vessel remains over 24 hours.

They still continue as hitherto, to supply Stores and negotiate Drafts on the same favorable terms as well as receive and ship home oil at the rate of One Dollar and Twenty Cents per barrel, (deliverable New York or Boston) free of all other charges except tonnage, which will be effected on the most favorable terms when required. Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any persons offering themselves as Pilots, as there are no licenses issued by the Government, and none needed, there being no obstructions whatever in the Bay.

On coming to anchor masters are also informed that the middle part of Carlie Bay, from Nothery to a Southern Head, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well past the Buoy to the seaward of the shipping in the lower part of the Bay, they will find good bottom at from 5 to 8 fathoms.

There is now direct communication with the place by mail, which leaves New York about the 2nd of every month, and arrives here on the 5th of the following month. All letters so forwarded and your care will be safely received, and delivered as addressed. Masters of vessels calling off the Harbor and not wishing to anchor may obtain their orders for coming to shore in a boat, after having been first boarded by a Harbor Officer, and will only incur the expense of that officer's fee—\$1.

New Bedford papers always on file for inspection. W. P. LEACOCK & CO. nov 22 '64

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to ship masters visiting this port in procuring supplies.

Prompt attention paid to all orders, and every description of articles required constantly on hand.

Liberal advances made on consignments. Storage offered, and drafts taken at current rates.

Charges on goods addressed to our care advanced, and added to Bill of Lading. Particular attention paid to chartering of vessels, Insurance effected, &c., &c. feb 3 '74

ISAAC McKIM COOKE,

SHIP CHANDLER, Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds furnished at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will be delivered as addressed. sep 10 '67

ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTIONS OF ALL BUSINESS CONNECTED WITH WHALEMEN ON THE COAST OF CHILI.

All business entrusted to my care will receive prompt and careful attention. References:—Charles F. Howland, Orick Smalley, New Bedford. ly dec 8 '74

New Bedford and New York

STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other Route.

Steamer CITY OF NEW BEDFORD,

A. C. FISH, Commander.

Steamer CITY OF FITCHBURG

C. H. SPRINGER, Commander

On and after MONDAY, Nov. 8th, the Steamers of this Line will run daily, (Sundays excepted), between New Bedford and New York, leaving New Bedford, from Commercial wharf, at 5.30 P. M., and New York, from Pier 39, East River (near foot of Market street), at 4.30 P. M.

The accommodations for passengers and freight are first-class, in every respect, having all the modern improvements possible for steamers of this class.

Passengers with steamers for Martha's Vineyard, Woods Hole, Oak Bluffs, Falmouth Heights, Edgartown, Nantucket, points on those islands, and connections. State-rooms may be secured at the Parker House, or on board the steamers in New Bedford, and on board the steamers in New York, also on board the Vineyard Steamers. Fare \$3 each way.

Freight forwarded to all points West and South at the lowest rates. Collectively no freight received after 3 o'clock.

For further information apply at office of BARLING & DAVIS, Agents, 46 South street, New York, and at office of Company, 6 Commercial wharf. 1320 75-4. FRANK H. FORBES, Agent.

MARTHA'S VINEYARD.

WOODS HOLE, FALMOUTH HEIGHTS, VINEYARD HAVEN, VINEYARD HIGHLANDS, OAK BLUFFS, AND EDGARTOWN.

Mondays, Tuesdays, Thursdays and Saturdays.

The steamer MONOHANSETT, Capt. Charles V. Smith, will run between New Bedford and Edgartown leaving Edgartown at 6.45 A.M. touching at way landings, making close connections with trains for Boston, Providence New York, &c. Returning, leave New Bedford at 1.15 P.M., being the hour of the arrival of the mid-day trains from Boston, Providence, &c.

All freight for these steamers must be delivered on the wharf 30 minutes before the advertised time of leaving.

Passengers for Falmouth Heights leave at Woods Hole.

Applications for towing vessels, or any other information, may be made to the captains on board, or to

ANDREW C. LERCER, Agent, Over Merchants' National Bank, oct 4 '75

WHALEMEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT

MARCH 7, 1876.

VESSELS' NAME.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.
NEW BEDFORD.					
Abraham Barker, bark.	129	Joseph & William R Wing.	November 26, 75.	Atlantic Ocean.	November 24, 75, sailed from St Michaels.
Abraham Barker, bark.	130	Joseph & William R Wing.	October 26, 75.	Pacific Ocean.	November 26, 75, at Brava.
Abraham Barker, bark.	131	Jonathan Bourne, Jr.	In port.		Arrived September 14, 75, 650 whale.
Abraham Barker, bark.	132	William Lewis.	April 20, 75.	Atlantic Ocean.	October 27, 75, sailed from St Michaels.
Abraham Barker, bark.	133	Ivory H Bartlett & Sons.	March 27, 75.	North Pacific Ocean.	December 9, 75, sailed from San Francisco.
Abraham Barker, bark.	134	John R Tucker & Co.	December 27, 75.	Atlantic Ocean.	September 27, 75, sailed from Albany, N. H.
Abraham Barker, bark.	135	Jonathan Bourne, Jr.	In port.		Arrived October 11, 75, 1,200 sperm 400 whale.
Abraham Barker, bark.	136	James B Wood & Co.	January 22, 75.	North Pacific Ocean.	November 18, 75, at Bay of Islands.
Abraham Barker, bark.	137	Joseph & William R Wing.	June 25, 75.	Pacific Ocean.	November 29, 75, sailed from Honolulu.
Abraham Barker, bark.	138	John P Knowles, 2d.	July 16, 75.	Indian Ocean.	August 25, 75, at Tarnate.
Bart Gosnold, bark.	365	Charles R Tucker & Co.	November 2, 75.	North Pacific Ocean.	October 22, 75, at Bay of Islands.
Bart Gosnold, bark.	366	Taber, Gordon & Co.	November 30, 75.	Indian Ocean.	December 6, 75, at sea, no lat &c.
Bart Gosnold, bark.	367	Swift & Allen.	December 6, 75.	North Pacific Ocean.	December 16, 75, sailed from San Francisco.
Bart Gosnold, bark.	368	Charles R Tucker & Co.	August 7, 75.	New Zealand.	January 7, 75, sailed from Bay of Islands.
Bart Gosnold, bark.	369	John R Tucker & Co.	December 7, 75.	Atlantic Ocean.	September 27, 75, sailed from Albany, N. H.
Bart Gosnold, bark.	370	John R Tucker & Co.	April 29, 75.	Atlantic Ocean.	November 24, 75, sailed from Tenerife.
Bart Gosnold, bark.	371	Joseph & William R Wing.	April 23, 75.	Atlantic Ocean.	November 4, 75, sailed from Brava.
Bart Gosnold, bark.	372	John P Knowles, 2d.	In port.		Arrived December 6, 75, 100 sperm 300 whale.
Bart Gosnold, bark.	373	Swift & Allen.	In port.		
Bart Gosnold, bark.	374	Swift & Perry.	July 29, 75.	Atlantic Ocean.	October 29, 75, sailed from Tenerife.
Bart Gosnold, bark.	375	Swift & Perry.	August 14, 75.	North Pacific Ocean.	December 9, 75, sailed from Honolulu.
Bart Gosnold, bark.	376	Taber, Gordon & Co.	December 4, 75.	Pacific Ocean.	January 5, 76, at Mangonui.
Bart Gosnold, bark.	377	William O Brownell.	In port.		Arrived May 2, 75, 25 sperm 300 whale.
Bart Gosnold, bark.	378	George & Matthew Howland.	June 3, 75.	Atlantic Ocean.	December 9, 75, sailed from St Helena.
Bart Gosnold, bark.	379	Jonathan Bourne, Jr.	July 15, 75.	Atlantic Ocean.	November 13, 75, at Brava.
Bart Gosnold, bark.	380	Swift & Perry.	In port.		Arrived September 4, 75, 470 sperm.
Bart Gosnold, bark.	381	Jonathan Bourne, Jr.	May 28, 75.	Pacific Ocean.	November 30, 75, sailed from Bay of Islands.
Bart Gosnold, bark.	382	Taber, Gordon & Co.	June 10, 75.	Pacific Ocean.	November 2, 75, sailed from Hobart Town.
Bart Gosnold, bark.	383	William Lewis.	October 10, 75.	Atlantic Ocean.	October 9, 75, sailed from St Michaels.
Bart Gosnold, bark.	384	Charles Tucker.	December 14, 75.	North Pacific Ocean.	November 22, 75, sailed from Honolulu.
Bart Gosnold, bark.	385	Thomas Knowles & Co.	October 26, 75.	Pacific Ocean.	November 24, 75, at Brava.
Bart Gosnold, bark.	386	Swift & Allen.	November 29, 75.	Pacific Ocean.	October 21, 75, at Brava.
Bart Gosnold, bark.	387	Swift & Allen.	July 29, 75.	Indian Ocean.	January 21, 76, sailed from St Helena.
Bart Gosnold, bark.	388	Jonathan Bourne, Jr.	May 4, 75.	Atlantic Ocean.	December 2, 75, at Tenerife.
Bart Gosnold, bark.	389	George & Matthew Howland.	September 17, 75.	Atlantic Ocean.	November 10, 75, sailed from St Helena.
Bart Gosnold, bark.	390	Henry Clay.	December 19, 75.	Atlantic Ocean.	February 26, 76, at Fernandina, Fla.
Bart Gosnold, bark.	391	Abbott P Smith.	November 30, 75.	Indian Ocean.	December 15, 75, at sea, no lat &c.
Hadley, bark.	163	William Lewis.	October 29, 75.	Atlantic Ocean.	October 4, 75, sailed from Tenerife.
Hadley, bark.	164	Swift & Allen.	September 26, 75.	North Pacific Ocean.	November 26, 75, sailed from San Francisco.
Hadley, bark.	165	Swift & Perry.	October 19, 75.	Indian Ocean.	November 19, 75, at Brava.
Hadley, bark.	166	Jonathan Bourne, Jr.	September 29, 75.	Pacific Ocean.	November 5, 75, at Port Praya.
Hadley, bark.	167	Ivory H Bartlett & Sons.	January 9, 76.	North Pacific Ocean.	March 1, 76, sailed from San Francisco.
James Allen, bark.	349	Gideon Allen & Son.	January 3, 76.	North Pacific Ocean.	December 9, 75, sailed from Honolulu.
James Allen, bark.	350	Taber, Gordon & Co.	June 14, 75.	Pacific Ocean.	December 24, 75, at sea, no lat &c.
James Allen, bark.	351	William Lewis.	April 14, 75.	Atlantic Ocean.	January 1, 76, on Cornell Ground.
James Allen, bark.	352	Swift & Perry.	July 20, 75.	Atlantic Ocean.	November 16, 75, sailed from Tenerife.
James Allen, bark.	353	Charles & Matthew Howland.	October 3, 75.	North Pacific Ocean.	November 11, 75, at San Francisco.
James Allen, bark.	354	Joshua C Hitch.	September 24, 75.	Atlantic Ocean.	December 10, 75, sailed from St Michaels.
James Allen, bark.	355	Swift & Perry.	September 24, 75.	Indian Ocean.	October 13, 75, at sea, no lat &c.
James Allen, bark.	356	Thomas Knowles & Co.	June 1, 75.	Pacific Ocean.	October 9, 75, at St Vincent.
James Allen, bark.	357	Joseph & William R Wing.	November 26, 75.	Indian Ocean.	November 7, 75, at Brava.
James Allen, bark.	358	William O Brownell.	June 4, 75.	Pacific Ocean.	November 7, 75, at Brava.
James Allen, bark.	359	Simon West.	August 4, 75.	Pacific Ocean.	October 20, 75, sailed from Fayal.
James Allen, bark.	360	Swift & Perry.	August 24, 75.	North Pacific Ocean.	January 7, 76, sailed from St Helena.
Kathleen, bark.	200	Joseph & William R Wing.	July 19, 75.	Indian Ocean.	November 5, 75, sailed from Fayal.
Kathleen, bark.	201	Joseph & William R Wing.	July 19, 75.	Pacific Ocean.	November 13, 75, at Tahiti.
Kathleen, bark.	202	William Lewis.	June 15, 75.	Atlantic Ocean.	November 6, 75, at Tenerife.
Kathleen, bark.	203	William Lewis.	July 7, 75.	Atlantic Ocean.	September 24, 75, sailed from St Michaels.
Kathleen, bark.	204	Swift & Allen.	August 11, 75.	Atlantic Ocean.	November 1, 75, sailed from St Helena.
Kathleen, bark.	205	Bayles & Cannon.	June 18, 75.	Pacific Ocean.	November 28, 75, at St Michaels.
Marcella, bark.	166	Charles R Tucker & Co.	November 11, 75.	Indian Ocean.	January 10, 76, at San Francisco.
Marcella, bark.	167	Ivory H Bartlett & Sons.	July 1, 75.	Pacific Ocean.	October 16, 75, sailed from Brava.
Marcella, bark.	168	Gifford & Cummings.	July 1, 75.	Pacific Ocean.	November 11, 75, at Norfolk Island.
Marcella, bark.	169	Thomas Knowles & Co.	August 1, 75.	Pacific Ocean.	December 27, 75, sailed from Talcahuano.
Marcella, bark.	170	Abbott P Smith.	October 14, 75.	Atlantic Ocean.	December 13, 75, sailed from St Helena.
Marcella, bark.	171	William Phillips & Son.	May 13, 75.	Indian Ocean.	November 28, 75, at St Denis.
Marcella, bark.	172	William Watkins.	July 2, 75.	Atlantic Ocean.	June 24, 75, sailed from Bay of Islands.
Marcella, bark.	173	Swift & Perry.	July 2, 75.	Atlantic Ocean.	November 26, 75, at Brava.
Marcella, bark.	174	Taber, Gordon & Co.	October 8, 75.	Pacific Ocean.	November 1, 75, at sea, no lat &c.
Marcella, bark.	175	Joshua C Hitch.	November 13, 75.	Pacific Ocean.	July 22, 75, sailed from Panama.
Marcella, bark.	176	Swift & Allen.	July 9, 75.	North Pacific Ocean.	December 8, 75, sailed from San Francisco.
Napoleon, bark.	322	Jonathan Bourne, Jr.	July 13, 75.	Atlantic Ocean.	November 6, 75, sailed from Honolulu.
Napoleon, bark.	323	Gideon Allen & Son.	August 26, 75.	Pacific Ocean.	January 7, 76, at Bay of Islands.
Napoleon, bark.	324	Taber, Gordon & Co.	October 17, 75.	Pacific Ocean.	November 8, 75, at St Johns, I.
Napoleon, bark.	325	Louisa Snow, Jr.	October 30, 75.	North Pacific Ocean.	January 19, 76, sailed from San Francisco.
Napoleon, bark.	326	Jonathan Bourne, Jr.	In port.		November 34, 75, at Brava.
Napoleon, bark.	327	Ivory H Bartlett & Sons.	July 21, 75.	Atlantic Ocean.	October 6, 75, sailed from Brava.
Napoleon, bark.	328	Louisa Snow, Jr.	In port.		January 12, 76, sailed from Brava.
Napoleon, bark.	329	Swift & Perry.	June 6, 75.	Pacific Ocean.	November 26, 75, sailed from San Francisco.
Napoleon, bark.	330	Matthew Howland.	July 26, 75.	Pacific Ocean.	October 12, 75, at Fayal.
Napoleon, bark.	331	Gifford & Cummings.	July 26, 75.	Pacific Ocean.	November 22, 75, off St Michaels.
Napoleon, bark.	332	Swift & Allen.	November 10, 75.	Atlantic Ocean.	October 27, 75, off St Michaels.
Napoleon, bark.	333	Swift & Perry.	October 1, 75.	Atlantic Ocean.	December 19, 75, at St Nicholas.
Napoleon, bark.	334	Charles R Tucker & Co.	November 24, 75.	Atlantic Ocean.	January 7, 76, at Mahe.
Napoleon, bark.	335	John McCullough.	April 15, 75.	Atlantic Ocean.	Arrived September 7, 75, 85 sperm.
Napoleon, bark.	336	Thomas Knowles & Co.	July 7, 75.	Indian Ocean.	November 3, 75, at Santo Antonio.
Napoleon, bark.	337	Philip H Reed.	In port.		December 14, 75, at sea, lat 11 N, lon 26 W.
Napoleon, bark.	338	Gideon Allen & Son.	October 19, 75.	Atlantic Ocean.	October 18, 75, sailed from Fayal.
Napoleon, bark.	339	Charles R Tucker & Co.	October 28, 75.	Indian Ocean.	Arrived May 16, 75, 14 sperm 900 whale.
Napoleon, bark.	340	Jonathan Bourne, Jr.	November 17, 75.	Atlantic Ocean.	January 25, 76, sailed from Honolulu.
Napoleon, bark.	341	Charles R Tucker & Co.	April 29, 75.	Atlantic Ocean.	December 15, 75, sailed from Fayal.
Napoleon, bark.	342	William O Brownell.	In port.		December 7, 75, at sea, lat 24 S, lon 36 W.
Napoleon, bark.	343	Ivory H Bartlett & Sons.	January 11, 75.	North Pacific Ocean.	December 11, 75, sailed from St Helena.
Napoleon, bark.	344	George & Matthew Howland.	July 14, 75.	Atlantic Ocean.	December 22, 75, at sea, lat 31 S, lon 45 W.
Napoleon, bark.	345	John P Knowles, 2d.	August 1, 75.	Pacific Ocean.	November 12, 75, on the Line, lon 38 W.
Napoleon, bark.	346	Gideon Allen & Son.	October 2, 75.	Pacific Ocean.	Arrived September 27, 75, 82 sperm.
Napoleon, bark.	347	Jonathan Bourne, Jr.	June 1, 75.	Pacific Ocean.	November 7, 75, at Tenerife.
Napoleon, bark.	348	John P Knowles, 2d.	July 20, 75.	Atlantic Ocean.	December 18, 75, off Cape St. Lucas.
Napoleon, bark.	349	George & Matthew Howland.	June 4, 75.	North Pacific Ocean.	November 9, 75, sailed from Tenerife.
Napoleon, bark.	350	Joseph & William R Wing.	June 30, 75.	Atlantic Ocean.	October 16, 75, sailed from Fayal.
Napoleon, bark.	351	Joshua C Hitch.	May 27, 75.	Pacific Ocean.	Arrived December 11, 75, 500 sperm.
Napoleon, bark.	352	Charles H Gifford.	July 12, 75.	Atlantic Ocean.	November 1, 75, at Port William.
Napoleon, bark.	353	Joseph & William R Wing.	In port.		November 26, 75, at sea, lat 17 S, lon 35 W.
Napoleon, bark.	354	Swift & Perry.	In port.		December 22, 75, sailed from Honolulu, hme.
Napoleon, bark.	355	Thomas Knowles & Co.	August 6, 75.	Atlantic Ocean.	November 15, 75, at sea, lat 38 N, lon 73 W.
Napoleon, bark.	356	Ivory H Bartlett & Sons.	October 12, 75.	North Pacific Ocean.	Arrived September 16, 75, 180 sperm 30 whale.
Napoleon, bark.	357	Joseph & William R Wing.	January 8, 76.	North Pacific Ocean.	December 15, 75, sailed from St Michaels.
Napoleon, bark.	358	William Lewis.	January 24, 76.	Pacific Ocean.	November 15, 75, at sea, lat 40 S, lon 108 30 W.
Napoleon, bark.	359	Jonathan Bourne, Jr.	July 22, 75.	Pacific Ocean.	November 14, 75, sailed from Sydney.
Napoleon, bark.	360	Swift & Allen.	August 8, 75.	Pacific Ocean.	December 8, 75, at sea, no lat &c.
Napoleon, bark.	361	Andrew Hicks.	August 28, 75.	Indian Ocean.	January 3, 76, sailed from Mahe.
Napoleon, bark.	362	Andrew Hicks.	October 25, 75.	Atlantic Ocean.	December 1, 75, sailed from St Michaels.
Napoleon, bark.	363	Andrew Hicks.	November 3, 75.	Atlantic Ocean.	January 10, 76, at Barbados.
Napoleon, bark.	364	Samuel Osborn, Jr.	August 12, 75.	Atlantic Ocean.	Arrived October 4, 75, 200 sperm.
Napoleon, bark.	365	Samuel Osborn, Jr.	November 3, 75.	Atlantic Ocean.	Arrived August 9, 75, 180 sperm 140 whale.
Napoleon, bark.	366	William A Atkins.	March 25, 75.	Atlantic Ocean.	February 8, 76, at Fernandina.
Napoleon, bark.	367	E & K Cook & Co.	In port.		Arrived September 15, 75, 200 sperm 100 whale.
Napoleon, bark.	368	William A Atkins.	January 22, 76.	Atlantic Ocean.	December 2, 75, at Tenerife.
Napoleon, bark.	369	Stephen Cook.	January 24, 76.	Atlantic Ocean.	January 10, 76, at Barbados.
Napoleon, bark.	370	Stephen Cook.	In port.		Arrived October 4, 75, 200 sperm.
Napoleon, bark.	371	Central Wharf Co.	In port.		Arrived August 9, 75, 180 sperm 140 whale.
Napoleon, bark.	372	S S Swift.	January 24, 76.	Atlantic Ocean.	February 8, 76, at Fernandina.
Napoleon, bark.	373	William A Atkins.	March 25, 75.	Atlantic Ocean.	Arrived September 15, 75, 200 sperm 100 whale.
Napoleon, bark.	374	Asaph Atkins.	January 24, 76.	Atlantic Ocean.	December 2, 75, at Tenerife.
Napoleon, bark.	375	E & K Cook & Co.	January 22, 76.	Atlantic Ocean.	January 10, 76, at Barbados.
Napoleon, bark.	376	Stephen Cook.	January 24, 76.	Atlantic Ocean.	Arrived October 4, 75, 200 sperm.
Napoleon, bark.	377	Stephen Cook.	In port.		Arrived August 9, 75, 180 sperm 140 whale.
Napoleon, bark.	378	William A Atkins.	March 25, 75.	Atlantic Ocean.	February 8, 76, at Fernandina.
Napoleon, bark.	379	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived September 15, 75, 200 sperm 100 whale.
Napoleon, bark.	380	Stephen Cook.	January 24, 76.	Atlantic Ocean.	December 2, 75, at Tenerife.
Napoleon, bark.	381	Stephen Cook.	In port.		January 10, 76, at Barbados.
Napoleon, bark.	382	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived October 4, 75, 200 sperm.
Napoleon, bark.	383	Stephen Cook.	January 24, 76.	Atlantic Ocean.	Arrived August 9, 75, 180 sperm 140 whale.
Napoleon, bark.	384	Stephen Cook.	In port.		February 8, 76, at Fernandina.
Napoleon, bark.	385	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived September 15, 75, 200 sperm 100 whale.
Napoleon, bark.	386	Stephen Cook.	January 24, 76.	Atlantic Ocean.	December 2, 75, at Tenerife.
Napoleon, bark.	387	Stephen Cook.	In port.		January 10, 76, at Barbados.
Napoleon, bark.	388	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived October 4, 75, 200 sperm.
Napoleon, bark.	389	Stephen Cook.	January 24, 76.	Atlantic Ocean.	Arrived August 9, 75, 180 sperm 140 whale.
Napoleon, bark.	390	Stephen Cook.	In port.		February 8, 76, at Fernandina.
Napoleon, bark.	391	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived September 15, 75, 200 sperm 100 whale.
Napoleon, bark.	392	Stephen Cook.	January 24, 76.	Atlantic Ocean.	December 2, 75, at Tenerife.
Napoleon, bark.	393	Stephen Cook.	In port.		January 10, 76, at Barbados.
Napoleon, bark.	394	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived October 4, 75, 200 sperm.
Napoleon, bark.	395	Stephen Cook.	January 24, 76.	Atlantic Ocean.	Arrived August 9, 75, 180 sperm 140 whale.
Napoleon, bark.	396	Stephen Cook.	In port.		February 8, 76, at Fernandina.
Napoleon, bark.	397	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived September 15, 75, 200 sperm 100 whale.
Napoleon, bark.	398	Stephen Cook.	January 24, 76.	Atlantic Ocean.	December 2, 75, at Tenerife.
Napoleon, bark.	399	Stephen Cook.	In port.		January 10, 76, at Barbados.
Napoleon, bark.	400	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived October 4, 75, 200 sperm.
Napoleon, bark.	401	Stephen Cook.	January 24, 76.	Atlantic Ocean.	Arrived August 9, 75, 180 sperm 140 whale.
Napoleon, bark.	402	Stephen Cook.	In port.		February 8, 76, at Fernandina.
Napoleon, bark.	403	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived September 15, 75, 200 sperm 100 whale.
Napoleon, bark.	404	Stephen Cook.	January 24, 76.	Atlantic Ocean.	December 2, 75, at Tenerife.
Napoleon, bark.	405	Stephen Cook.	In port.		January 10, 76, at Barbados.
Napoleon, bark.	406	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived October 4, 75, 200 sperm.
Napoleon, bark.	407	Stephen Cook.	January 24, 76.	Atlantic Ocean.	Arrived August 9, 75, 180 sperm 140 whale.
Napoleon, bark.	408	Stephen Cook.	In port.		February 8, 76, at Fernandina.
Napoleon, bark.	409	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived September 15, 75, 200 sperm 100 whale.
Napoleon, bark.	410	Stephen Cook.	January 24, 76.	Atlantic Ocean.	December 2, 75, at Tenerife.
Napoleon, bark.	411	Stephen Cook.	In port.		January 10, 76, at Barbados.
Napoleon, bark.	412	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived October 4, 75, 200 sperm.
Napoleon, bark.	413	Stephen Cook.	January 24, 76.	Atlantic Ocean.	Arrived August 9, 75, 180 sperm 140 whale.
Napoleon, bark.	414	Stephen Cook.	In port.		February 8, 76, at Fernandina.
Napoleon, bark.	415	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived September 15, 75, 200 sperm 100 whale.
Napoleon, bark.	416	Stephen Cook.	January 24, 76.	Atlantic Ocean.	December 2, 75, at Tenerife.
Napoleon, bark.	417	Stephen Cook.	In port.		January 10, 76, at Barbados.
Napoleon, bark.	418	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived October 4, 75, 200 sperm.
Napoleon, bark.	419	Stephen Cook.	January 24, 76.	Atlantic Ocean.	Arrived August 9, 75, 180 sperm 140 whale.
Napoleon, bark.	420	Stephen Cook.	In port.		February 8, 76, at Fernandina.
Napoleon, bark.	421	Stephen Cook.	January 22, 76.	Atlantic Ocean.	Arrived September 15, 75, 200 sperm 100 whale.
Napoleon, bark.	422	Stephen Cook.	January 24, 76.	Atlantic Ocean.	December 2, 75, at Tenerife.
Napoleon, bark.	423	Stephen Cook.	In port.		January 10, 76, at Barbados.
Napoleon, bark.	424	Stephen Cook.	January 22, 7		

The Whalemens Shipping List.

NEW BEDFORD:
TUESDAY MORNING, MARCH 7, 1876.

REMOVAL.
On and after this date, the office of the WHALEMEN'S SHIPPING LIST, is removed from No. 21 Hamilton to No. 4 South Second Street.
New Bedford, February 7th 1876.

IMPORTS
Of Sperm and Whale Oil and Whalebone into the United States, for the week ending March 6, 1876.

	Blk.	Sp.	Wh.	bone.
Previously,	3,618	1,000	1,000	1,000
From Jan. 1, to date,	1,015	1,000	1,000	1,000
Same time last year,	3,040	1,000	1,000	1,000

NEW BEDFORD OIL MARKET.
For the week ending March 6.

SPERM.—Is rather quiet, but only a few sales. For 100 lbs. for manufacture at \$1.60 per gallon.

WHALE.—Is in little better request, and sales were made of 75 bls. Northern at 63 cents, and 200 do. Southern at 63 cents, for manufacture.

WHALEBONE.—Has been in good demand, and the price of Arctic further advanced, a sale of 2,500 lb. being made at \$1.60 gold. Sales were also made of 1,000 lb. Northwest at \$1.40 gold, and 10,000 lb. Arctic in parcels at \$1.50 gold, mostly for export.

FOREIGN OIL MARKET.—The circular of Messrs. Bowers, Gamble & Co., dated London February 17th, says: We are unable to report any sales of Crude Sperm; sellers at \$20 per ton, buyers at \$20.

Whalebone.—Quotations are firm, the stock here being very small.

LETTERS.
Letters from on board schooner Golden City, Clay, of this port, reports her from Ferdinand, Fla., February 26th, with 10 bls. sperm and 50 do. whale oil on board.

SOUTH AMERICAN STEAMERS.—The steamship John Bramall, Capt. Newington, of the new Star Line to Brazil, will sail from New York on the 8th inst., for St. Johns, Para, Pernambuco, Bahia, and Rio de Janeiro, carrying the United States mails, not only for the above ports, but those for the Argentine Republic. The John Bramall was launched in 1873, and is a first-class iron screw steamer of 2,500 tons, and much resembles her sister ship, the Nellie Martin, which recently sailed for the above named ports, making the run to St. Johns in six days and thence to Para in seven days, which is three days less time than the old line made.

The United States Senate on the 1st inst., confirmed the nomination of Thomas Coggeshall as Postmaster in this city. No other government appointments within this Congressional District during more than a quarter of a century has perhaps given more universal satisfaction or been more worthily conferred.

Parties from New Bedford, who are interested in the Stanthorpe Candle Making Machine patent have had a hearing before the House Patent Committee in Congress, in argument favoring the extension of this, which is regarded as a very valuable one. Strong opposition to the extension has been brought to bear by the candle manufacturers.

The prosperity of Wareham has received a severe blow by the stopping of the Parker Mills Nail Company's works at the Centre Village. These works are the largest of the kind in town and give employment to about 300 men, while the pay-roll averages \$5,000 monthly.

A few mornings since Mr. Abraham Skill, residing at Long Plain, near this city, went to his barn and discovered that his mule was gone. He alarmed the neighbors, and the country was soon for half a day without success. At noon somebody went upstairs in the barn, and found that the animal, inspired during the night by a good appetite, had ascended to the next floor and was reveling in the hay mow.

Rev. Edmund Kelley has been called to the pastorate of the Second Baptist Church in this city, where he has served twice—in 1858 and 1859.

The funeral of Gen. Timothy Ingraham was solemnized in Grace Church in this city, on the 29th ult., the services being conducted by Rev. E. Roland. Eureka Lodge of Masons, accompanied by Hill's New Bedford Band and the New Bedford City Guards attended the services and accompanied the remains to the Rural Cemetery. Gen. Ingraham has during several years past been an assistant weigher in the Boston Custom House, and died on the 26th ult., at his residence at Boston Highlands. His war record was a brilliant one. He commanded the 20th, 16th and 8th Massachusetts Regiments, and was at one time Provost Marshal in Washington. While he was Provost Marshal he was instrumental in the arrest of Mr. Barrat and Payne, who were engaged in the assassination of President Lincoln. While in this position he arrested many bounty jumpers, deserters and other persons, and as required by the regulations searched their persons, discovering upon them large sums of money, and upon vacating the office turned over to the authorities a sum amounting to over \$400,000.

Capt. Freeman E. Adams, who died recently in Nantucket, was for years one of the most prosperous merchants and largely interested in the whaling interest of Nantucket. During the height of this business he was very successful; but with its decline came sudden reverses, and he was reduced to comparative poverty. With a zeal which had characterized his efforts through his life he had established the Bay View House, which had made a business that promised him rich returns for his labors.

General Brady is resuming the whaling investigations in New York and there are indications of startling revelations.

THE LICENSE LAW.—At the monthly meeting of the Massachusetts Temperance Alliance in Boston last week, the committee having the License Law under consideration reported that during the past month, they have made an investigation with a view to showing how that clause of the license law was treated which provides that no license to sell liquors to be drunk on the premises should be granted except to persons holding licenses as innholders and common victualers. We have received returns from every city in the State, from which we glean the following facts: In Worcester, in 1874, thirty-two persons held victualers' licenses; in 1875 one hundred and forty-three were granted. In Fall River, where there were no victualers in 1874, three hundred and seventy-six victualers' licenses were granted in 1875. In Lowell there were but eleven in 1874; as compared with two hundred and sixty-five last year. In Lawrence none in 1874; two hundred and sixteen in 1875. In Salem six in 1874; one hundred in 1875. In Holyoke six in 1874; ninety-five in 1875. In Cambridge six in 1874; one hundred and twenty-seven in 1875. In Springfield fourteen in 1874; one hundred and sixteen in 1875. In Taunton nine in 1874; eighty in 1875. In Newburyport three in 1874; fifty-five in 1875. In Somerville two in 1874; fifteen in 1875. In New Bedford one in 1874; sixty-four in 1875. In Haverhill, Newton, Fitchburg, Gloucester, Lynn and Chelsea the intent of the law seems to have been observed more carefully, but in these there were forty-four victualers' licenses granted in 1874, and one hundred and eighty in 1875. In Boston the number of victualers' licenses granted in 1874 was four hundred and nine; in 1875, to November 1st, the license commissioners granted seven hundred and ninety. The increase in innholders' licenses has been in the same proportion. In 1874 there were in the cities of the Commonwealth one hundred and seventeen innholders; in 1875 three hundred and sixty-four innholders' licenses were granted in the same cities.

The investigation of the Emma mine scandal now in progress before the Committee of Foreign Affairs in Congress shows it to have been a gigantic scheme of stock jobbing corruption, the open bribery of our Minister, Schenck, and a National disgrace. The mine was first prepared for scientific investigation, and then Prof. Siliman was engaged to report upon it. He did so for \$20,000. In that report he said that the Emma mine was one of true mineral wealth and of great power, and that he placed it among the great mines of the world. This was placed in the prospectus and helped the sale. When this report was received Steward wrote to Lyon that it had done great good, and that everything was very hopeful and homogeneous. Albert Grant was selected as the "promoter" of the enterprise. A vast system of bribery was inaugurated. Among the promises were: to Albert Grant, \$100,000; to Jay Cooke, McCulloch & Co., \$25,000 paid for the use of their name; John Pulten to that firm, \$10,000; R. S. Schenck, United States Minister, 500 shares, with a guarantee that it should not be less than \$20 per share; Lewis & Sons, metal brokers, \$3,000; Prof. Siliman, \$10,000; Lent, mining claimant of San Francisco, \$12,000. The shareholders thought that our Government was backing the speculation as General Schenck's name appeared in the prospectus as Minister to the United States.

SPAIN.—Madrid advices of the 27th of February report that Don Carlos has crossed the frontier into France and issued a manifesto announcing a relinquishment of the struggle in order to promote the happiness of Spain. Generals Campos and Rivas have united their forces, and are marching in the direction of Velate in pursuit of the demoralized rebel army. Eighty thousand Carlists have submitted to Alfonso. It is generally believed that complete separation of the remaining Carlist forces is at hand and the seven years struggle is regarded as virtually ended. King Alfonso will visit some towns in the North, review the troops and then return to Madrid. Don Carlos has left Paris for England, having been refused a refuge in France.

POSTAL MATTERS.—The Postmaster-General has submitted a letter from the superintendent of the railway service to the Senate committee on post-offices, recommending the rates for merchandise in the mails be raised according to distance. The letter states the average cost of the third-class matter is twenty cents per pound, and recommends seven different rates, ranging from eight cents per pound for distances under 300 miles, increasing eight cents per pound for every additional 300 miles of transportation, fifty-six cents to offices in the Pacific slope. This is a reduction of 50 per cent. for distances under 300 miles, but a large increase for all distances over 300 miles. It also proposes to reduce the rates on transient newspapers and magazines to eight cents per pound, the former rates. It is understood Mr. Hamlin, the chairman of the committee is exceedingly desirous to fix the rates for merchandise in the mails so as to pay the cost, so that he may carry out his plan of reducing postage on letters to two cents.

A Washington dispatch of the 1st inst., states that Minister Schenck is now on his passage home from England, to appear before the House Committee of Congress relating to the Emma Mine investigation.

West Roxbury and South Boston both complain of the high prices of gas and are talking of substituting kerosene and candles.

THE CABINET DISGRACE.—The news of Secretary Belknap's malfeasance comes upon the country like a thunder clap. The charges against him are in brief that as Secretary of War, in consideration of the sum of \$15,000 to be paid to him for three years and \$12,000 per year after, he procured the appointment of Dr. Marsh of New York, as post trader at Fort Sill, with the understanding that Marsh's connection with the post was merely nominal while other parties performed the duties and also gained large emoluments at the expense of the United States troops who obtained their supplies from that trading post. Belknap has virtually confessed his guilt and resigned his portfolio, and the President has accepted his resignation, and the House of Representatives on the presentation of the case by its committee has passed resolutions for the impeachment of the Secretary for high crimes and misdemeanor. Belknap is a native of New York, has been a member of the legal profession, and gained a brilliant reputation in the civil war, but his appointment as a member of the Cabinet somewhat astonished even those who were most intimately acquainted with his character. When appointed Secretary of War he was Collector of Internal Revenue in Iowa, and a consistent Democrat. He went to Washington a poor man, and there it is stated, the family have lived in the most extravagant manner, much beyond the style in which the salary of a Cabinet officer would warrant. The weakness of the Secretary finds palliation with those of his friends especially who know his infatuation and pride in seeing his former and present wife admired in society as the handsomest and best dressed lady in Washington; but never before since we became a nation has such disgraceful conduct attached to our government, as in the downfall of the late Secretary of War.

The Secretary of the treasury has directed the retirement of \$329,748 in United States notes, that being 86 per cent. of the new National bank currency issued in February. This will leave the outstanding legal tender circulation until further orders \$370,943,392.

The extra capital, \$500,000, of a new National Bank in Boston has been subscribed by 138 individuals. In one hour after the close of the books \$500,000 additional capital had been offered. The location will be near the Post Office, A. J. Benyon President.

In Boston last week, no less than 3,834 families, representing 18,228 persons, partook of the city's hospitality and devoured 2,484 gallons of soup.

It is stated that the net results of the Western whiskey raids thus far are as follows:—Property seized \$3,365,000, of which only \$198,000 has found its way into the Treasury.

A bill has been introduced in Congress to pay to the executor of Henry Wilson a sum equal to the salary of the Vice President from his death to March 4th 1877.

The steamer Osceola from St. Francis river for Memphis with 300 bales of cotton struck on a snag at St. Peters' landing on the 28th ult., and sunk.

The bill reported in Congress from the Committee on Civil Service and Retrenchment provides that from and after the 4th of March, 1877, the President's salary shall be fixed at \$25,000 per annum.

It is estimated that not less than 12,000 persons have signed the pledge in New Hampshire since the beginning of the present temperance revival in that State.

Twenty-five fishing vessels running into Portsmouth, have landed at that port since January 687,000 pounds of cod and 336,000 pounds of haddock, all of prime quality.

The velocipede mania, which has died out in America, is yet vigorous in London and the publication of a Bicycling Journal, has been commenced.

An ascent of Mount Blanc was successfully effected on the 29th of January by Mr. Gabriel Laffi a French painter, and Mrs. James Eates an English geologist. The curious features of the exploit was at an elevation of 13,000 feet they found a temperature higher than that which prevailed in the lower regions.

A tornado at Princeton, Ind., on the 27th ult., blew down thirty-nine houses, including a new church building and a school-house.

Rents in New York and Brooklyn have declined within a few days from ten to thirty per cent. The Astor estate rentals comprising 1,700 houses have been reduced ten per cent.

The Mary Belle, a cotton steamer, the largest on the Mississippi, was burned to the water's edge at Vicksburg on the 27th ult., origin of the fire unknown. The boat and cargo of 5,000 bales of cotton, many thousand sacks of seeds and sundries and the baggage of about 200 passengers will be a total loss. The steamer was six months old, and valued at \$90,000, insured for \$30,000 in Western offices. Cargo insured. It is estimated that the total loss of steamer and cargo will exceed half a million of dollars. The insurance on cargo will fall heavily on Memphis and New Orleans underwriters.

The second call of the Alabama claims docket is completed, and the Commissioners' Court has adjourned for a few weeks in order to give claimants time to prepare for a third call.

The total area covered by the Centennial buildings in Philadelphia will be about seventy-five acres, which is nearly double the space covered by the buildings at the Vienna Exposition. Fifty thousand dollars is the price to be paid for the privilege of sweeping out the buildings.

Rev. Henry A. Cooke, of the Haver street Bethel, in Boston, says:—The Lord never answered the prayer of a lazy man or woman.

Here are some suggestive figures. The exports of railroad iron from Great Britain in the month of January, 1876, were 35,299 tons. In 1875 the amount was reduced to 27,838 tons. The next year the loss was still more considerable, for the amount was but 7,444 tons. There was another decline in 1875, when the quantity fell to 2,376 tons. In 1876 the quantity for the same period was the enormous amount of 23 tons. There has been a somewhat similar process going on with reference to many other articles, one of which we may mention. The exports of cotton piece goods to this country in January, 1876, were close upon 25 million yards. The amount has diminished every year, and in the month of January just reported the amount was less than nine million yards.

Both the Fall River and Stonington lines of steamers have changed their time of leaving New York from 4:30 to 5 P. M.

About forty men left Boston last week for Arizona, the first detachment of the New England colony that has been forming there.

It has been discovered that Winslow, the Boston forger, is of the eighth generation from Reuben Winslow, a brother of Governor Winslow, who came over in the Mayflower.

Fall River is now sending abroad from 10,000 to 15,000 pieces of cotton goods a week on a basis of 45 yards to a piece.

There will be thirty-two of the government of the world represented at the Centennial besides our own. There is to be a whaleboat race and the Sixth Ward and the Mearns boat crews of this city are entered.

A bill giving both parties to a divorce the right to marry again, has been rejected in the Massachusetts Legislature.

The Providence gas company has reduced the price to \$2.25 per thousand feet. Ice is shipped from Bath, Me., at the rate of 2,000 tons daily.

William Nash, an inmate of the poorhouse at Waldoborough, Me., is about to receive some \$1,200 from government as back pension allowed him on account of the death of a son in the army.

The March dividends payable in Boston aggregate \$3,216,510.

A Springfield man went to Philadelphia big with the wish to buy the sole right to sell cigars on the great national Centennial show grounds; but when asked \$20,000 for a single stand site, he came away sorrowful.

The mines of Oregon, Washington Territory, and British Columbia, produce about \$3,000,000 annually, and Portland therefore wants a United States Assay Office.

MARRIED

In this city, 22d ult., Mr. Willard B. Bennett to Miss Lucia E. Reed, both of this city; 26th, Mr. William Bates, 2d, to Miss Olive M. Bunker.

In North Dartmouth, 23d ult., Mr. Charles L. Rogers to Hannah E. Chase, both of Dartmouth.

In Mattapoisett, 27th ult., Mr. Charles W. Denham to Miss Lucy Alsatt.

In Nantucket, 28th ult., Mr. Abner K. P. Bucknam to Miss Love Baxter.

DIED

In this city, 26th ult., Elias Purrington, 81; 1st inst., Margaret Downey, 70; 3d inst., Maria, widow of the late John W. Tripp, 75; Freddie P., child of John H. and Phoebe E. Rounds, 3 months and 26 days; 3d inst., Hannah S. Sturges, widow of the late Abijah Luce, 82 years and 6 months.

In Boston Highlands, 26th ult., Gen. Timothy Ingraham, formerly of this city, 66. In Boston, Eliza, wife of Shubael Barbard, of Nantucket, 67 years and 9 months. In East Boston, Mrs. Samuel King, of Nantucket.

In South Dartmouth, 29th ult., John D. Baker, 36 years and 1 month. In North Dartmouth, 29th ult., Matilda, wife of Thomas Gifford, 61 years and 10 months; 7th inst., Brightman E. Russell, 49.

In Oswego, N. Y., 19th ult., Cora Etra, youngest daughter of G. G. and J. F. Nixon, formerly of Nantucket, 15 years, 7 months and 12 days.

In Troy, N. Y., 20th ult., Mary E., widow of the late Samuel W. Snow, 69 years and 7 months.

In Nantucket, 20th ult., Love Poy, 81; 29th, Catherine Johnson, 64 years and 2 months; 2d inst., Andrew B. Green, 41.

SEND 25c. to G. P. ROWELL & CO., New York, for Pamphlet of 100 pages, containing lists of 3,000 newspapers, and estimates showing cost of advertising.

SPECIAL NOTICE.

NEW BEDFORD RAILROAD.

On and after WEDNESDAY, MARCH 1st, 1876, INWARD passenger trains, after landing passengers at the Pearl street station, will be run to Commercial Wharf, to accommodate those who wish to be landed in that section of the city.

OUTWARD passenger trains will leave Commercial Wharf at 7:10, 7:40, 10:00 A. M., 3:20, and 4:55 P. M.

On INWARD trains, all baggage will be left at the Pearl street station, unless the passenger owning the baggage requests the Conductor to have it sent to Commercial Wharf.

An extra fare of FIVE CENTS will be collected from all persons riding between Pearl street station and Commercial Wharf.

Season and commutation tickets will not be good between Pearl street station and Commercial Wharf.

WARREN LADD, Sup't.
New Bedford, Feb. 26, 1876.

\$5 to \$20 per day at home. Samples free. J. SIMON & CO., Portland, Maine.

WANTED. We will give energetic men and women

Business that will Pay from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. Particulars free, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address

J. LATHAM & CO.,
419 Washington St., Boston, Mass.
P. O. Box 2, 154.

\$12 a day at home. Agents wanted. Outland and terms free. TRUE & CO., Augusta, Maine.

I. H. BARTLETT & SONS,
PURCHASERS OF
Oils, Whalebone, Candles, &c.
ON COMMISSION.
NEW BEDFORD, MASS.

IVORY H. BARTLETT
IVORY H. BARTLETT JR.
GEO. F. BARTLETT.

Atlantic Mutual Insurance Company.

NEW YORK, January 24th, 1876.
The Trustees, in conformity to the Charter of the Company, submit to the following Statement of its Affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875,	\$8,840,021.88
Premiums on Policies not marked off 1st January, 1875,	2,455,372.87
Total amount of Marine Premiums,	\$8,295,394.76
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.	
Premiums marked off from 1st January, 1875, to 31st December, 1875,	\$6,123,134.68
Losses paid during same period	2,712,008.55
Returns of Premiums and Expenses,	1,217,477.36
The Company has the following ASSETS, viz:	
United States and State of New York Stock, City, Bank and other Stocks,	\$10,314,940.00
Loans secured by Stocks, and otherwise,	2,844,200.00
Real Estate and Bonds and Mortgages,	207,000.00
Interest and sundry notes and claims due the Company, estimated at,	464,037.02
Premium Notes and Bills Receivable,	2,076,360.50
Cash in Bank,	363,402.40
Total amount of assets,	\$16,019,940.82

Six percent interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next.

The outstanding certificates of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold. A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones, William H. Webb, Charles Bennett, Gordon W. Burnham, W. H. H. Moore, Frederick Chauncey Henry Colt, Charles P. Burdett, Lewis Curtis, Francis Skiddy, Charles H. Russell, Robert B. Minner, Lowell B. Hook, Robert L. Stuart, Royal Phelps, James G. DeForest, David Lane, Alexander V. Blake, James Bryce, Charles D. Leverich, Daniel S. Miller, Charles H. Marshall, William Sturgis, Adolph Lemoyne, John Elliott, George W. Lane, William E. Dodge, Adam T. Sackett, Josiah O. Low, Thomas F. Youngs, C. A. Hand, Horace Gray, James Lovthrop, Winthrop G. Ray, John D. Hewlett, Samuel Hutchinson, Edmund W. Corlis.

JOHN D. JONES, President
CHARLES DENNIS, Vice-President
W. H. H. MOORE, 2d Vice-President

GOOD BARK ADDISON

REBUILT 1869, and thoroughly overhauled, caulked and coppered 1st February, 1876, and now classed A1 in the American Shipmasters' Association, and A1 in the American Lloyd's, will run as a packet from Boston and New Bedford to the Azores Islands and has first class accommodations for cabin and steerage passengers. For freight or passage apply to MEDINA BROTHERS, 39 Lewis Wharf, Boston. MANUEL J. SEQUEIRA, Fayal, W. I. or SILVA, CABRAL & CO., St. Michaels, W. I.

CHARLES R. SHERMAN,

DEALER IN
NAUTICAL, MATHEMATICAL, and OPTICAL INSTRUMENTS, and Charts, Nautical Books, Patent Logs, Stationery, &c.,
No. 49 North Water Street, NEW BEDFORD.

SEXTANTS, QUADRANTS, SPT-GLASS COMPASSES, &c., repaired in a workmanlike manner, and on reasonable terms. All orders thankfully received and promptly executed.



OF WINTER CLOTHING.

20 to 25 per cent. less than the former selling prices, AT

CHARLES FISHER'S Clothing House,
64 PURCHASE STREET, NEW BEDFORD, MASS.
[OPPOSITE CITY CLOCK.]

CHARLES T. BONNEY,
ATTORNEY AND COUNSELLOR AT LAW AND PROCTOR IN ADMIRALTY.
No. 42 North Water Street, NEW BEDFORD.

Whaling voyages and maritime claims settled with dispatch.

Fog Horns.



THE attention of Owners and Masters of Sailing Vessels is called to the Circular of the Secretary of the Treasury, No. 119, dated December 9th, 1874, in regard to the use of

FOG HORNS.

[Extract of an "Act to provide for the better security of Life on Board of Sailing Vessels," Section 47.] And every such sailing vessel that shall be navigated without complying with the provisions of this section, shall forfeit and pay a sum not exceeding Two Hundred Dollars, one-half to go to the Informer; and for which sum the vessel so navigated shall be liable, and may be seized and proceeded against by way of libel, in any District Court of the United States having jurisdiction of the offence.

The Horns designated as meeting the requirements of the law may be found at

CHARLES R. SHERMAN'S

49 North Water Street, New Bedford,

Or at the office of the

NATIONAL ALARM COMPANY,

64 Devonshire Street, Boston, (Room 17.)

PRICE \$6.

All orders will receive prompt attention.

RICHARD S. HOWLAND,

AND

COMMISSION MERCHANT,

No. 206 Front Street,

SAN FRANCISCO,

California.

P. O. Box 382.

George & Matthew Howland, N. Bedford

Ivory H. Bartlett & Sons, N. Bedford

William W. Crapo, Esq., N. Bedford

Charles Brewer & Co., Boston.

Owen & Clark, Providence.

E. A. Mauriac, 4th N. Bank, New York.

Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING MARCH 14, 1876.

NO. 4.

The Whaler's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY EBEN. P. RAYMOND,

4 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance.

When paid STRICTLY IN ADVANCE. Single

copies 5 cents.

No paper will be discontinued until

all arrearages are paid, except at the option

of the publisher.

Advertisements inserted at 50 cents

per square for the first insertion, and 25

cents per square for each subsequent inser-

tion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive cir-

culation in the principal cities and towns

in New England, rendering it a valuable

medium for advertising.

A complete list of American Whaling ves-

sels with the latest report from each, is con-

tained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch

Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of

Islands, N. Z.

A. W. PEIRCE & CO., Honolulu, Sand-

wich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of

arrival, and the amount of Oil and Whale-

bone brought by each vessel.

Bl. sp. wh. bone.

JANUARY.

By Railroad, N. B. 40,230

A. J. Nickerson, N. Y. 101

11 "Nile, N. L. 380

do, on freight, 400

Colon, N. Y. 136

25 Gem, " 81

FEBRUARY.

2 Humbler, Boston, 70

14 "Azor, " 1,214

21 "City of Dallas, N. Y. 150

LIST OF WHALERS IN PORT.

NEW BEDFORD.

Ship Daniel Webster.

Barck Alaska, Fisher, Pacific.

Cleone.

E. Corning.

Ohio.

Progress.

Sea Ranger.

Sunbeam.

Swallow, Ellis, Atlantic, April 15.

Tropic Bird.

Schr. Abbie Bradford.

Petrel.

FAIRHAVEN.

Schr. Cohasset.

Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expect-

ed to arrive in 1876, with the quantity of Oil

and Bone on board, when last heard from:

NEW BEDFORD.

sp. wh. bone.

Arnold, 550 125

do, on freight, 40 20

Atlantic, 300

Bartholomew Gosnold, 700

California, 150 175

Commodore Morris, 40 40

Coral, 80 500

Desdemona, 375 900

Eliza Adams, 250 230

F. H. Adams, 10 9

Europa, 1,600 17,000

Golden City, 150

Helen Mar, 150 1,500

do, on freight, 10 9

Janet, 150

Marcella, 1,050

Mary Frazier, 200 500

Mattapoisett, 150 175

Mercury, 40 40

Merlin, 320 500

Ospray, 60

Pacific, 250 230

Pearl, 250 230

Seine, 325 225

Stafford, 1,300

Triton, 1,300

Union, 1,300

Wave, 1,300

Admiral Blake, 90 500

DAKOTA.

Cape Horn Pigeon, 90 500

WESTPORT.

Andrew Hicks, 400

Mermald, 1,425

MERCHANTMEN TO ARRIVE

Ship Young America,

from San Francisco,

Dec. 21, 2,393

Ship Governor Morton,

from San Francisco,

for New York, Feb. 21, 250 750

Back Ceylon, from San

Francisco, December

23, for New Bedford, 5,410

Ship Syren, from Hono-

lulu, Dec. 9th, for New

Bedford, 90 5,480

J. E. BLAKE & CO.,

Druggists and Apothecaries.

With care and attention to business and

reputation, and with the reputation of honest

and fair dealings secured by a long busi-

ness experience, we hope to merit and re-

ceive a fair share of public confidence and

patronage.

Our stock, which we intend shall be the

largest and most complete in this section,

comprises everything required to meet the

wants of Physicians, Dealers, and the retail

trade. Physicians can rely upon having their

Prescriptions Prepared only by Competent

and Careful Persons.

and all things shall be our constant aim to

gain the confidence and esteem of our

patrons.

MR. ISRAEL H. SHURTLEFF remains

with us, and will be pleased to see all his

old friends and hosts of new ones at the old

stand.

J. E. BLAKE & CO.,

81 North Second Street, cor. Middle.

CORDAGE.

THE NEW BEDFORD CORDAGE COMPA-

NY are now prepared to furnish short no-

ties.

GANGS OF RIGGING,

Of all sizes, and of the best manufacture. All

MARINA AND HEMP WHALE LINE

Made from pure Manila and Russia Hemp

All orders sent to L. A. PLUMMER, Treasur-

er, Boston Square, New Bedford, Mass.,

will be promptly attended to.

THE WEEKLY SUN.

1776. NEW YORK. 1876.

Eighteen hundred and seventy-six is the

Centennial year. It is also the year in

which an opposition House of Representa-

tives, the first since the war, will be in power

at Washington; and the year of the twen-

ty-third election of a President of the

United States. All of these events are sure

to be of great interest and importance, es-

pecially the two latter; and all of them and

everything connected with them will be

fully and freshly reported and expounded

in the Sun.

The opposition House of Representatives,

taking up the line of inquiry opened years

ago by the Sun, will sternly and diligently

investigate the corruption and misdeeds of

Grant's administration; and will, it is to be

hoped, lay the foundation for a new and

better period in our national history. Of

all this the Sun will contain complete and

accurate accounts, furnishing its readers

with early and trustworthy information

upon these absorbing topics.

The twenty-third Presidential election,

with the preparations for it, will be mem-

orable as deciding upon Grant's aspira-

tions for a third term of power and plunder,

and still more as deciding who shall be the

candidate of the party of Reform, and as

electing that candidate. Concerning all

these subjects, those who read the Sun will

have the constant means of being thorow-

ly well informed.

THE WEEKLY SUN, which has attained a

circulation of over eighty thousand copies

already has its readers in every State and

Territory, and we trust that the year 1876

will see their numbers doubled. It will

continue to be a thorough newspaper. All

the general news of the day will be found in

it, condensed when unimportant, at full

length when of moment; and always, we

trust, treated in a clear, interesting and in-

structive manner.

It is our aim to make the Weekly Sun the

best family newspaper in the world, and we

shall continue to give in its columns a large

amount of miscellaneous reading, such as

stories, tales, poems, scientific intelligence,

agricultural information, for which we are

not able to make room in our daily edition.

The agricultural department especially is

one of its prominent features. The fashions

are also regularly reported in its columns;

and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with

fifty-six broad columns is only \$1.20 a

year, postage prepaid. As this price bare-

ly repays the cost of the paper, no discoun-

ts can be made from this rate to clubs, agents,

Postmasters, or anyone.

THE DAILY SUN, a large four-page

newspaper, twenty-eight columns, gives

the news for two cents a copy. Subscrip-

tion, postage prepaid, 55 cents per month,

or \$6.50 a year. SUNDAY edition ex. ra.

\$1.10 per year. We have no travel-

ing agents.

Address, "THE SUN" New York City

Scribner's Monthly for 1876.

THE publishers invite attention to the

following list of some of the attractive

articles secured for Scribner's Monthly, for

the coming year. In the field of fiction, be-

sides numerous novelettes and shorter sto-

ries, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our

hands,

"GABRIEL CONROY,"

By Bret Harte.

Begins in the November number,

and will run for twelve months. This is Mr.

Harte's first extended work. The scenes and

characters, which the author has chosen

from his favorite field, California, are paint-

ed with characteristic vigor and power,

and the work is without doubt the most

graphic record of early California life that

has yet appeared.

We shall also begin in the January No.

"PHILIP NOAN'S FRIENDS,"

By Show Your Passports.

BY EDWARD EVERETT HALE.

The scene of this story is laid in the South-

western territory, now forming the States of

Louisiana and Texas, at the time of Aaron

Burr's treason. The characters lived in a

section which was now American, now

French, and now Spanish, and this record

of their adventurous lives makes a story of

interest and unflagging interest throughout.

A SECOND "FARMER'S VACATION,"

BY COL. GEORGE E. WARING, JR.

Col. Waring is now in Europe, visiting in

a row-boat of two hundred and fifty

miles, one of the most fertile and interest-

ing of the vine-growing valleys of Europe.

The second series of papers promises to be

even more interesting than that with which

our readers are already familiar.

CENTENNIAL LETTERS.

Edited by John Vance Cheney.

A rare collection of Revolutionary Letters,

many from the hands of the de-

scendants of Col. Joseph Ward. They are

full of interest, and will be read with a rare

relish in connection with the Centennial

Celebration of the year.

BRILLIANTLY ILLUSTRATED

ARTICLES ON

AMERICAN COLLEGES.

Written respectively by their friends, will

appear during the year. The revived inter-

est in college life makes these papers espe-

cially timely, and will secure for them un-

usual attention.

OLD NEW YORK.

Elegantly illustrated articles on Old New

York, by John F. Mines, will appear once,

and will attract the attention of all, in city

or country, who mark with interest the de-

velopment of the great metropolis, and af-

fectionately remember the quaint peculiar-

ities of its olden time.

Every number is profusely illustrated,

this enabling us to give to our descriptive

and narrative articles, in interest and per-

manence value never attained in a non-illus-

trated periodical. Under its accustomed

management the magazine will in the fu-

ture be devoted, as it has been in the past,

to sound literature and Christian progress.

THE EDITORIAL DEPARTMENTS

occupy twenty pages of each number

and contains Dr. Holland's vigorous and

timely editorials, as well as Reviews of the

latest works in Art, Literature and Science.

TERMS:

\$1 a Year, in advance; 35 cents a No.

The 13 volumes complete, Nov. 1875, to Oct.

1876, bound in maroon cloth, \$26.00.

"In half morocco, 30.00

Volumes begin in November and May.

Of the earlier volumes (to VIII) will

be supplied separately to parties who wish

them to complete sets at this rate, i. e.,

cloth, \$2.00; half morocco, \$3.00.

Booksellers and Postmasters will be sup-

plied at rates that will enable them to fill

any of the above orders.

Subscribers will please remit in P. O.

Money Orders, or in Bank Checks or Drafts,

or by Registered Letters. Money in letters

not registered, at sender's risk.

SCRIBNER & CO.,

73 Broadway, New York.

THE HUSBAND HUNTERS.

"I don't like this sort of thing at all,"

said Fanny Russell, impatiently. "Here

we are tucked into a little eight-by-ten

hole under the roof of the house, with a

feather bed to sleep on, and a ceiling that

<

WHALEMEN'S

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into Garments as
ordered by customers.



READY MADE CLOTHING
Men's White and Fancy Shirts, Undershirts and Drawers,
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF

WHALEMEN'S INFITTING AND OUTFITTING GOODS,

PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,
WILLIAM R. WING,

JOHN WING
HIRAM W. WENTWORTH.



THE

"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

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Nos. 143, 145 & 147 East 23d St., New York

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentlemen's
Clothing, and ready made clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality, to all of which our seafaring friends and the public are invited to inspect
Garments of all kinds made to order in the best style, and warranted to set at short notice
elling thankful for past favors, would respectfully solicit a continuance of the same.

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BEST QUALITY
CUSTOM AND READY MADE
CLOTHING
GENTS' FURNISHING GOODS
Fine and Fancy Shirts, DRAWERS,
SUITS and DRAWERS, Hats,
and Caps, FAYER COLLARS,
etc., etc.



"NOT SOLD YET."

FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS

A cordial invitation is extended to my SEAFARING FRIENDS to call and examine
before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city
competitors.

SHIPPING LIST AND MERCHANTS' TRANSCRIPT MARCH 7, 1876.

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & Co. having dissolved and given up their corner store,

SIMON DOANE

Will continue in the same business as heretofore at

NO. 55 UNION STREET

here he will be happy to see all old friends and host of new ones "Who go down to the
city," and will endeavor to give satisfaction in all business transactions, and
will keep constantly on hand a full assortment of

READY MADE CLOTHING
—AND—
FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.

The business hereafter will be conducted under the style of DOANE & Co.

P.S. Anyone in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMON DOANE.

J. H. J. DOANE.

NEW BEDFORD FLOUR CO.,

MANUFACTURERS AND DEALERS IN

FLOUR,

Graham Flour, Buckwheat Flour,

MIDDINGS,

CORN,

MEAL,

OATS.

FINE FEEL

SHORTS.

Special attention given to the Manufacture of very CHOICE FAMILY FLOURS. Our
FAMILY FLOURS have a reputation equal to the best.

MEAL,

OATS.

FINE FEEL

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MARCH 14, 1876.

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THE
New-York Times.
A Political, Literary, and General
Newspaper.
DEVOTED TO REFORM
IN
MUNICIPAL, STATE, AND GENERAL GOV-
ERNMENT.
ESTABLISHED 1851.

In 1876 The New-York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it has had to remain true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when the latter are certain to promote the honor and welfare of the country.

As a family paper, The Times has always borne a very high reputation throughout the United States. It is free from all objectional advertisements whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The disgraceful lures of quacks and medical pretenders, which pollute so many newspapers of the day, are never admitted into the columns of The Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous journals and has opposed these attacks upon the Family as the basis of Society, which are so frequently made, and which have led to so much misery and crime.

As a political journal, The Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of any leaders. Its attitude is that of independence and of no party. It is not a party paper in the way that the interests of the people be most efficiently served. Party government is essential to constitutional country and when journals profess to have "no party" it is because they have no principles. The Times is faithful to the convictions and aims upon which the Republican party is based, but it is not the mouthpiece of a clique. It was not originally established as an "organ" nor has it ever asked for or received "favors" from any party with which it has been identified. It has supported the Republican Party in the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. But its support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to these principles in all important canvasses which will shortly engage the attention of the people of the whole country. Great issues are at stake, and it will need all the force of the press to sustain the right side. The Democratic Party is substantially in opposition, which is avowedly the first step toward repudiation. The Republican Party is in favor of a return to specie payments, by safe and judicious methods, and of a sound financial and national policy, and thus of preventing the widespread ruin and irreparable national dishonor. This issue alone would lead The Times to stand firmly by the Republican Party. The Democratic Party and its loudly of its "Reforming" spirit, but with Tammany Hall in New-York, and a party of inflation and repudiation in other States its professions are of little value.

In our Presidential canvasses, The Times will strive to get the best candidates nominated and afterward to render them a hearty support. It will take no part in personal intrigues, but will ever be ready to defend leaders and candidates who are true and faithful representatives of the people.

Its Editorial Columns will be conducted in a spirit of fairness and impartiality, free alike from self-interested aims, political passions, or undue partialities.

The Sunday edition of The Times includes in addition to all the news, selected and original literary matter of the most varied and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper. Among the contributors of original stories or articles to this paper are: Bret Harte, J. W. De Forest, Thomas Hardy, Dutton Cooke, and others, and negotiations are being carried out with many other distinguished authors.

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All editions of The Times are sent free of postage in the United States.
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THE DAILY TIMES, per annum, exclusive of the Sunday edition..... \$8
THE SUNDAY EDITION, per annum..... 2

THE
New-York Weekly Times.
A PAPER FOR THE FARMER
A PAPER FOR THE MECHANIC,
A PAPER FOR THE PEOPLE.
THE NEW-YORK WEEKLY TIMES
WILL CONTAIN
Selected Editorials from the Daily Times, General News, Domestic and Foreign, the Proceedings of Congress and the State Legislatures, Full and Interesting Correspondence, Book Reviews, the Choicest Literary and Original Stories by Bret Harte and other distinguished writers.
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Is published every Tuesday and Friday, and contains all the agricultural and literary matter of the Weekly edition, and a full and careful compilation of editorial and news features of the Daily.
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Terms, cash in advance.
Address THE NEW-YORK TIMES,
New-York City.

The Whalemens Shipping List.
NEW BEDFORD:
TUESDAY MORNING, MARCH 14, 1876.

REMOVAL.
On and after this date, the office of the WHALEMEN'S SHIPPING LIST, is removed from No. 21 Hamilton to No. 4 South Second Street.
New Bedford, February 7th 1876.

IMPORTS.
Of Sperm and Whale Oil and Whalebone into the United States, for the week ending March 13, 1876.

	Bls.	sp.	Bls.	Lbs.
Previously,	3,615	none	915	53,220
From Jan. 1, to date,	1,615	915	53,220	
Same time last year,	3,046	387	177,109	

NEW BEDFORD OIL MARKET.
For the week ending March 13.
SPEERM.—Is very quiet, but one sale having been made of 4,500 lb. Arctic, at \$1.60, gold, and 1,000 do. do. at \$1.55, gold, for export.

WHALE.—Is very dull without transactions.
WHALEBONE.—Continues in fair demand, with sales of 4,500 lb. Arctic, at \$1.60, gold, and 1,000 do. do. at \$1.55, gold, for export.

LETTERS.
A letter from Capt. Hambleton, of bark Sea Fox, of this port, reports her off Talcahuano, January 19th, with 100 bbls. sperm oil since leaving Pagan. Touched to land a seaman who fell and broke his arm, and Prince A. Harpe, of Nantucket, sick. Would touch at Esmeralda. Spoke January 7th, barks Mars, Allen, New Bedford, 78 bbls. since leaving Panama; Nautilus, Lake, do. 130 bbls. since leaving Talcahuano.
A letter from Capt. Hathaway, of schooner Admiral Blake, of Marion, reports her at Fernandina, Fla., March 4th, with 36 bbls. sperm and 20 do. blackfish oil. Had seen whales only twice. Would sail for home the last of the month.

Mr. John P. Knowles, 24, of this city, has contracted with Messrs. Goss, Sawyer & Packard, of Bath, Me., for a ship of the following dimensions:—115 feet long, 28 feet beam, and 16 feet deep, including spars, sails and rigging, to be completed at an early day as possible. She is designed for a sperm whaling voyage on the Chili Ground, under command of Capt. Edward F. Shiverick, late of bark Seba. This is the first new whaler built for the business in this vicinity since bark Alaska, about eight years ago. The enterprise is not now induced by any prospect of especially large profits in the whale-fishery, but from the fact that to buy, repair and refit an old vessel, costs almost as much as a new one.

LOSS OF BARK ADDISON.—A London dispatch of the 10th inst., says:—"The American bark Addison, Dias master, from New Bedford for Flores, Azores, was at Fayal on the 23d of February, when she dragged her anchors, went ashore and became a total wreck." She belonged to Medina Brothers, Boston, and was at the time of sailing, valued at \$12,000.

The proposed railroad from New Bedford to Middleborough was discussed in this city on Tuesday evening last, and referred to a committee consisting of Messrs. George T. Stearns, George Delano, Eben Perry, James D. Thompson, Edwin L. Barney, George R. Stetson, William T. Soule, Edwin Dews and Samuel C. Hart for consideration and co-operation with committees representing the towns upon the proposed route. The spirit of the meeting was that the management of the present existing road was antagonistic to the best interests of the city and its inhabitants, and that a connection by rail with Middleborough promised relief as well as benefit. The ice business which is thought can be built up from the Lakeville ponds promises a large and profitable source of income to New Bedford and the adjacent towns. The committee has taken up the work in earnest, and nothing on its part will be left undone to secure the consummation of the desired end.

The Supreme Judicial Court, Boston, in the case of the owners of the bark Helen Snow, of this port, vs. Union Mutual Marine Insurance Company, has decided for the plaintiffs, for the full amount of their claim and costs. The Helen Snow was abandoned in the Arctic Ocean in 1872, and was afterwards picked up by the ship Jireh Perry and taken into San Francisco.

COMPULSORY PILOTAGE.—The following bill to relieve certain vessels from compulsory pilot fees is that introduced by Mr. Hale of Maine, amended by a subcommittee of the House Committee on Commerce, and adopted by the full Committee. It will be reported to the House the first time that Committee is called:

"Be it enacted, &c., That no owner, agent, master or consignee of any ship or vessel duly enrolled and licensed, or engaged in the coasting trade or fisheries, shall by the virtue of the laws of any State be compelled to take, employ or pay a pilot not voluntarily employed on entering or departing from any port or harbor, or entering through or leaving any channel, passage or strait within the waters of the United States."

At the annual meeting of the Union Pacific Railroad in Boston, last week, it was shown that the actual gross earnings last year were nearly \$12,000,000, and the operating expenses not quite \$5,000,000, or about 41 per cent. of the gross earnings. The old Board of Directors were again elected.

At a meeting of the Penobscot Lumbering Association at Bangor last week, the cut of lumber in the river the present winter was shown to be 62,900,000 feet, against 140,000,000 last year. The stock this year will be nearly 80,000,000 feet less than last year.

A Catholic Fair at East Cambridge realized recently \$14,000.
Hog Island, Bristol, R. I., has been purchased by parties from Philadelphia.

APPOINTMENTS.—Hon. Richard H. Dana, Jr., of Boston, has been appointed Minister to England, in place of General Schenck. Mr. Dana was born in Cambridge in 1815, and is now in his sixty-first year. His father, the distinguished poet and essayist, is still living at the ripe old age of eighty-eight years. Mr. Dana graduated at Harvard College in 1837, and was admitted to the Bar in 1840. In an interval of suspended study compelled by an affection of the eyes he made the voyage to California, which he afterwards described so vividly in "Two Years Before the Mast." His eminence as a lawyer, and his special familiarity with international law, will commend the selection to the whole country as every way worthy. We are happy to learn that he has decided to accept the appointment.

Judge Alonzo B. Taft of Ohio, has been appointed Secretary of War, vice Belknap resigned, and accepts the position. Judge Taft is a graduate of Yale College, and enjoys the reputation of being a man of great ability and of the highest personal character. The change from Belknap to Taft will be hailed by the country as affording a strong ground of confidence in the administration of our national government.

A Washington correspondent compares our national capital just now to a city of the Pacific Coast after an earthquake, as every one startled by the recent shock, is waiting anxiously to see what will happen next. The investigators declare that Secretary Robeson is to be exposed in wrong doing, and that among other charges, a Massachusetts live-oak contractor, who was overhauled by the Republican investigators in Buchanan's time, is to be again brought up, and his transactions with Secretary Robeson looked into. Hon. Gideon Welles has been called to testify concerning the Secor claim; and additional charges of mal-administration against ex-Secretary Belknap accumulate thickly as leaves in Valambrosa. And now it is said, the opinion prevails among lawyers who have examined the case, that since the flight of Marsh to Canada, there is no such testimony in possession of the House of Representatives as would convict Belknap, either on impeachment or in a criminal court, Marsh having left no papers, note or other evidence showing Belknap's transactions with Marsh. Efforts are being made however, to procure additional testimony to support the impeachment articles. Belknap was formally arrested on the 8th inst., and brought into the Police Court, and gave bail in the sum of \$25,000.

Heister Clymer says that there is nothing about the War Department that has been saleable since Belknap was Secretary that has not been sold. It is even said the wharfing privileges around Washington City under that department have been sold. There are 150 post traderships, and it is maintained that all pay a bonus.

The St. Louis Times gives currency to a statement that Attorney General Pierre point, with the knowledge and consent of the President, and by practising the most inexcusable hypocrisy, obtained the whole plan of the District Attorney for the prosecution in the Babcock case, and then secretly disclosed the facts to Babcock's counsel, that he might the more readily overcome the evidence introduced by the government. It is also asserted that Pierpont was jealous of Secretary Bristow's growing popularity with the people, and desired to thwart him in his endeavors to expose the whiskey frauds.

FIRE INQUEST.—Rev E. D. Winslow's sudden flight and the subsequent revelations of his criminal transactions aroused the suspicion of the officers of the Insurance Companies who had insured upon his property, destroyed on the night of December 18th, 1875, and an inquest has been held at West Newton. The jury in the case returned the following verdict:

That the fire occurred on the 18th of December, 1875, at or about the hour of ten o'clock and fifteen minutes; that the fire took near or in a closet by the middle chimney on the first floor of said house; that there are facts tending to show that the fire was caused by the unsafe condition of the chimney, and that the furnace was overheated just before the fire occurred, and that the occupants of said house had been warned of the unsafe condition of the chimney; that we find strong circumstantial evidence that the fire was of incendiary origin, and yet the evidence is not of such clear and positive character and warrant as to enable us to give a verdict of intentional burning of said building.

The Georges fishing fleet comprises about one hundred vessels from Gloucester, Mass., who are returning to port with good fares. Forty-eight of these arrived at Gloucester on the 28th and 29th ult., with each an average of about 20,000 lbs. of codfish and 1,500 lbs. of halibut. The schooner S. R. Lane has 80,000 lbs. of codfish and 5,000 lbs. of halibut. The schooner Clara B. Chapman has 70,000 lbs. of codfish and 3,000 lbs. of halibut—the two largest codfish trips this season. The schooner Pioneer brings in 60,000 lbs. of halibut, the result of three days' hand-line fishing, and being the largest hand-line trip ever brought into that port from the Georges.

The Chicago Journal in a retrospect of centennial memorial records, that 6,000 years ago, Adam rose to the dignity of a large real estate owner, but by poor management was driven into involuntary bankruptcy. 1,600 years ago, the world had nothing better to do than to broach and denounce heresies and get up religious persecutions.

Mrs. Charles Henderson of Boston, was 96 years old on the 29th ult. She was born on the 29th of February, 1780, and yet has had but twenty-three birthday anniversaries, the year 1800 not being a leap year.

A most valuable manuscript, says the London Athenaeum, has been discovered in the Azores. It refers to the colonization in the year 1500 of the Northern part of America by emigrants from Oporto, Aveiro and the Island of Terceira. It was written by Francisco de Souza in 1570. Barboza Machado states that it was lost during the great earthquake of Lisbon in 1755. How it reached the Azores we are not told, but if the attempt is about to be made to convince the world that manuscripts can be swallowed up by a Lisbon earthquake, and cast up uninjured in the Azores, it might as well be understood that strong evidence will be required to procure credit for so improbable a story.

Let us hope, says the New York Times, that if the attempt is to be made to convince us that the Portuguese discovered America, more satisfactory evidence will be offered than that which the advocates of the Northern have produced in behalf of their pet theory. It will not do to ask us to accept the isolated testimony of a single manuscript which was swallowed up by the Lisbon earthquake, thrown up by a submarine volcano, and subsequently stranded on the Azores. Neither will pretended Portuguese wind-mills and unintelligible Portuguese inscriptions be held to be sufficient corroborative evidence. If we are to transfer the credit which now belongs to Columbus and the Spanish discoverers to a number of uninteresting Portuguese, we must have good reasons for so doing, and probably there is nothing, except the finding on American soil of a cask of unadulterated port wine of more than 377 years of age, that will convince the American people that the Portuguese colonized America twelve years before the Spaniards landed on the Florida coast.

This most important document is about to be published by an erudite Azorean gentleman, and will throw great light on the disputed question of the early discovery of America.

THE ALASKA FUR-SEAL BUSINESS.—The Committee of Ways and Means has had a thorough investigation of the Alaska fur-seal contract, and about come to the conclusion that Secretary Boutwell made the best contract he could make under the circumstances. The Committee will authorize a continuance of the contract. It is shown that the contractors have made a great deal of money, but they say they did it through the popularization of the fur-seal for jackets, scarfs, cuffs, caps, &c., and that they are entitled to all they have made; that they have protected the Government interests there by being good to the natives and fostering the growth of the seal. The Committee is satisfied so far, and have proven to this time that some of the charges were for purposes of blackmail, some true but none criminal.

The jury in the Tweed suit in New York, have given a verdict for the city for \$6,537,117, the full amount asked for. It is some satisfaction to have an assurance like this that courts and juries, even in New York city, may be trusted to deal out justice to offenders. The next question is how much of this six and a half millions can be recovered out of Tweed's well concealed stealings.

The decrease in the public debt the past eight months has been \$13,728,420, or more than twice as much as during the same period in last year. This economy by the Republicans is worthy of note by the noisy Democrats in Congress who are saving at the spit and wasting at the bung.

Mr. Seth Green protests against the wholesale slaughter of the sea-lions in San Francisco Bay. In a letter written on the subject he says: "I see by the papers that your legislators have or are about to pass an act for the destruction of all the sea-lions that inhabit the rocks at the mouth of San Francisco Bay. My opinion is, it would be a shame to kill them. The whole of them do not destroy as many fish as one Chinaman, and if they are all killed you will never see any more on those rocks. If there are too many, employ some honest citizen to kill a certain number; but do not destroy the whole of that interesting family of sea-lions. If you do you will never be sorry but once, and that will be the remainder of your lives."

Captain John Southworth of Duxbury who turned 94 on the 2d day of January last, has never needed the services of a physician, does not know the taste of tobacco, has no bad habits, reads the finest print without glasses, can walk long distances without the aid of even a cane, and is generally in excellent health, taking care each season of a good sized garden. When at the age of 90, he one morning started at four o'clock for the shore, a long distance from his house, carrying a sail, two guns and a bucket on his shoulders, and thence went alone in his dory on a fishing trip. He reached his home again at seven o'clock that evening with twenty large fish as the result of his excursion, and the next day felt no fatigue therefrom.

The statement is made by the President of a Life Insurance Company that it is a fact that women live longer in this country than in any other. They are less robust and muscular than the women of other nations, but their tenacity of life is strong, and their constitutions are sufficiently enduring to keep them alive considerably longer than their appearances, as a general thing, would warrant.

There are now seven woolen mills in Utah, capable of working up over 1,000,000 pounds of wool per annum, while the entire product of the Territory does not exceed 1,200,000 pounds. Yet over 600,000 pounds are exported yearly, owing to the absence of working capital in the mills, which, as a consequence, do not work more than half the year.

A REMARKABLE VOYAGE.—A great deal of curiosity was excited in St. John, N. B., recently, by the arrival of the schooner White Star there completely sheathed in ice. It appears that she had left Boston with an assorted cargo, manned by her own captain, Mr. Raymond, and by three other captains, viz., Weldon, Harrington and Kimball, having nothing to do, had gone to Boston on a little trip, to go home again in the White Star. There was also a passenger on board named Baker. When 20 hours out the weather became bitter cold, the water iced up on her bows and rigging, covering her forward deck and bows with at least 40 tons of ice, completely hiding her windlass and making solid sheets of ice on the shrouds as high up as the lightboards. The men suffered great hardships, and on the voyage had only two meals. Getting at last under the land, near Point Lepreaux, they cut away some 15 tons of ice, fearing that the vessel would sink. Eventually they ran ashore on Negrotown Point, in sight of Partridge Island, but it being on a rising tide, got off, and anchored, cutting the halyard to lower the mainsail. All night they kept watch, and in the morning shipped the anchor, and was towed up to the city. Fortunately for them, when they had passed the previous day between the Wolves it was high water, or they must have been lost. The preservation of the vessel was a remarkable one.

EFFECTIVE SERMONS.—President Hopkins, of Williams College, lately gave this temperance reminiscence: "I remember well the first movement in Williamstown and in the college on the subject. It was, I think, as early as 1832 or 1833. There were two hotels in the place, both selling liquor as a matter of course, and three or four stores that retailed three or four hogsheads each annually. No one seemed to suppose the traffic wrong. But one Sunday, Dr. Hewitt, then of Bridgeport, preached two tremendous sermons on the subject, and now note the effect of a trained conscience, when it is enlightened. The next day both hotels and every store in town stopped selling. I have never known such an effect produced by any discourse, or any two discourses, before or since. A public sentiment was created that has never died out. For a long time the traffic was wholly suppressed, and has never been resumed in the stores since."

HOW HE WEIGHED HIS WIFE.—The Lewiston (Maine) Journal has discovered the method and thus reveals it: "She is a woman weighing, it was supposed, about 250 pounds, but her husband could not induce her to be weighed. So the other day he was driving out with his wife and drove up to Mr. Dorman's store in Auburn. The wife did not notice that the team stood on Mr. Dorman's hay scales. While he was talking with a gentleman at the door, his whole team was being weighed. He then drove over to Lisbon street and left his wife to do some shopping. Then he drove back to Mr. Dorman's hay scales and the team was weighed—minus the wife. It was but a simple sum in subtraction to discover the weight of the woman. On getting home the joke leaked out, but his neighbors declare that Caleb will never see another day of judgment in which he will be more sorry for his sins than he did the hour when his wife learned that she weighed two hundred and forty odd pounds."

At a funeral of an aged lady in Free-town, on the 5th inst., there were present 94 grandchildren and 142 great-grandchildren, making in all 236 descendants. Mrs. Pittsley, the deceased, bore 12 children. They were very productive—one had 19 children, another 15, one 13, another 12, and the rest large families. The descendants of this woman, taking children, grandchildren and great-grandchildren, would fill a township. There were nearly 400 children, grandchildren and great-grandchildren born from her and hers.

A correspondent from North Strafford, N. H., tells the following: Two young men, while recently hunting deer, were lost in the vicinity of Maidston lake, and remained in the woods through one of the coldest nights we have had this winter; when discovered the next day, it is said they had their compass-needle firmly set to the South-east and had followed it for twenty-four hours, but, to their amazement and consternation, continually traveled in a circle, going around nearly a dozen times, each circle being five or six rods smaller than the previous one. They said they "didn't understand settin' the darned compass very well, but thought it must be set pointing South-east, as that was the direction home."

The daughter of a wealthy gentleman of Stamford, Conn., handsome, intelligent and generally admired, married her father's coachman, an unusually intelligent young Englishman, last August, but the parents were not advised of the occurrence until a short time since. Though the marriage has been made public, the papa has removed his daughter to New York, and has concealed her from her husband so effectively that he is unable to find her whereabouts.

A petition is circulating in New York asking employers to pay wages on Monday instead of Saturday. The prime movers in this are temperance women, who believe there would be far less money spent at liquor shops if men did not receive their wages just before the idle day of the Sabbath.

The Shakers living in a settlement East of Albany, N. Y., recently refused money from an Albany ice firm who asked to be allowed to cut ice on a small lake, on the ground that it was contrary to Shaker principles to sell water, air or ice.
—6.6 per cent. of the population of Orleans are over 70 years of age.

MARRIED.
In this city, 6th inst., Mr. Isaac J. Barker to Miss Laura A. Macomber, both of this city; 8th, Mr. William G. Blackler, to Mrs. Amanda M. Lockman; 11th, Mr. Orin Stone to Miss Jennie Mosher, both of Dartmouth. In Nantucket 5th inst., Mr. Joseph M. Folger, Jr., to Miss Lizzie A. Thomas, both of Nantucket.

DIED.
In this city, 26th ult., Bowlin Terfleur, 38; 4th inst., Joseph Tuill, 29; 5th, Mary A., daughter of Mary and the late Patrick Doolley, 21; Mary Callahan, 61; 9th, Benson Gardin, 19; Abbie, wife of John W. Hathaway, 28 years and 7 months; 10th, Chandler Darnen, 72 years and 1 month; 10th, Loring F., son of Adoniram and Martha E. Jennings, 11 months.
In South Dartmouth, 6th inst., Phebe, widow of the late George Almy, 81.
In Mattapoisett, 7th inst., Samuel Sturtevant, 75.
In Boston, 7th inst., Helen, only child of Elizabeth R. and Gilbert E. Thornton, 8.
In Taunton, 4th inst., Ambrose Hardy, 48 years, 10 months and 11 days.
In East Freetown, 1st inst., Mercy, wife of James Tuill, 87.
In Fall River, 7th inst., Betsey Lesure, 83; King L. Runnels, 73.
In Uxterville, 4th inst., Bartlett Holmes, 72.
In Nantucket, 3d inst., Orin F., son of the late Freeman E. Adams, 40 years, 8 months and 23 days.
At sea, January 4th, Thomas, youngest child of Capt. Josiah N. and Mary E. Knowles, 8 months and 28 days.

SEND 25c. to G. P. ROWELL & CO., New York, for Pamphlet of 100 pages, containing lists of 3,000 newspapers, and estimates showing cost of advertising.

SPECIAL NOTICE.
NEW BEDFORD RAILROAD.

On and after MONDAY, March 13th, 1876, the 12th WARD passenger trains, after landing passengers at the Pearl street station, will be run to Commercial Wharf, to accommodate those who wish to be landed in that section of the city.
OUTWARD passenger trains will leave Commercial Wharf at 7.10, 7.40, 10.00 A. M., 3.20, and 4.55 P. M.
On INWARD trains, all baggage will be left at the Pearl street station, unless the passenger owning the baggage requests the Conductor to have it sent to Commercial Wharf.
WARREN LADD, Supt.
New Bedford, March 11th, 1876.

\$5 to \$20 per day at home. Samples \$1 free. STINSON & CO., Portland, Maine. 1y mecl776

WANTED. We will give energetic men and women **Business that will Pay** from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. *Particulars, free* samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address **J. LATHAM & CO.,** 419 Washington St., Boston, Mass. P. O. Box 2,154. 1y mecl776

\$12 a day at home. Agents wanted. Outfit and terms free. TRUE & CO., Augusta, Maine. 1y mecl776

OFFICE OF THE
Atlantic Mutual
INSURANCE COMPANY.

New York, January 24th, 1876.
The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875.....	\$5,840,021.88
Premiums on Policies not marked off 1st January, 1875.....	2,455,372.87
Total amount of Marine Premiums.....	\$8,295,394.75
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.	
Premiums marked off from 1st January, 1875, to 31st December, 1875.....	\$6,123,134.68
Losses paid during same period.....	2,712,068.55
Returns of Premiums and Expenses.....	1,217,477.26
The Company has the following ASSETS, viz.:	
United States and State of New York Stock, City, Bank and other stocks.....	\$10,314,946.00
Loans secured by Stocks, and otherwise.....	2,544,500.00
Real Estate and Bonds and Mortgages.....	297,000.00
Interest, and sundry notes and claims due the Company, estimated at.....	454,037.92
Premium Notes and Bills Receivable.....	2,076,369.50
Cash in Bank.....	363,402.40
Total amount of assets.....	\$16,019,946.82

Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next.

The outstanding certificates of the issue of 1875, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.
A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:
John D. Jones, William H. Webb, Charles Dennis, Gordon W. Burnham, W. H. H. Moore, Frederick Channey, Henry Colt, Charles P. Burdett, Lewis Curtis, Francis Skiddy, Charles H. Russell, Robert B. McInturn, Lowell Holbrook, Robert L. Stewart, Royal Phelps, James G. DeForest, David Lane, Alexander V. Blake, James Bryce, Charles D. Leverich, Daniel S. Miller, Charles H. Marshall, William Sturgis, Adolph Lemoyne, John Elliott, George W. Lane, William E. Dodge, Adam T. Sackett, Josiah O. Low, Thomas F. Young, C. A. Hand, Horace Gray, James Low, Windrop G. Ray, John D. Hewlett, Samuel Hutchinson, Edmund W. Corlis,
JOHN D. JONES, President,
CHARLES DENNIS, Vice-President
W. H. H. MOORE, 2d Vice-President
Feb 75

GOOD BARK ADDISON
REBUILT 1869, and thoroughly overhauled, caulked and coppered Feb. 1st, 1876, and now classed A1 in the American Shipmasters' Association, and A1½ in the American Lloyd's, will run as a packet from Boston and New Bedford to the Azores Islands and has first class accommodations for cabin and steerage passengers. For freight or passage apply to **MEDINA BROTHERS,** 89 Lewis Wharf, Boston.
MANUEL J. SEQUEIRA, Fayal, W. I.
or **SILVA, CABRAL & CO.,** St. Michaels, W. I.
aug 375

Fog Horns.



THE attention of Owners and Masters of Sailing Vessels is called to the Circular of the Secretary of the Treasury, No. 110, dated December 5th, 1874, in regard to the use of

FOG HORNS.

[Extract of an "Act to provide for the better security of Life on board of Sailing Vessels," Section 47.] And every such sailing vessel that shall be navigated without complying with the provisions of this section, shall forfeit and pay a sum not exceeding **Two Hundred Dollars**, one-half to go to the Informer; and for which sum the vessel so navigated shall be liable, and may be seized and proceeded against by way of libel, in any District Court of the United States having jurisdiction of the offence.

The Horns designated as meeting the requirements of the law may be found at **CHARLES R. SHERMAN'S** 49 North Water Street, New Bedford, Or at the office of the **NATIONAL ALARM COMPANY,** 54 Devonshire Street, Boston, (Room 17.) **PRICE \$6.** All orders will receive prompt attention. 1y apl1875

GREAT INDUCEMENTS
—TO—
Buyers



OF
WINTER CLOTHING.
FROM

20 to 25 per cent. less than the former selling prices,
A T
CHARLES FISHER'S
Clothing House,
64 PURCHASE STREET,
NEW BEDFORD, MASS.
[OPPOSITE CITY CLOCK.]

RICHARD S. HOWLAND,
SHIPPING
AND
COMMISSION MERCHANT,
No. 206 Front Street,
SAN FRANCISCO,
California.

P. O. Box 382.
REFERENCES:
George & Matthew Howland, } N. Bedford
Ivory H. Bartlett & Sons, }
William W. Crane, Esq., }
Charles Brewer & Co., Boston.
Owen & Clark, Providence.
E. A. Mauriac, 4th Nat. Bank, New York.
mch2975 1y

CHARLES R. SHERMAN,
DEALER IN
NAUTICAL, MATHEMATICAL, and
OPTICAL INSTRUMENTS,
Charts, Nautical Books, Patent
Logs, Stationery, &c.,
No. 49 North Water Street,
NEW BEDFORD.

SEXTANTS, QUADRANTS, SPY-GLASSES, COMPASSES, &c., repaired in a workmanlike manner, and on reasonable terms. All orders thankfully received and promptly executed. 1y oct2974

WHALING GUNS.

THE subscriber flatters himself that his **BOMB LANCE** for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same. The Lances are for sale by the following Agents, and at the manufactory, by **J. A. BRAND,** Norwich, Ct., Feb. 29th, 1876.
AGENTS.
Edward P. Haskell, New Bedford, Mass.
Union Wharf Co., Provincetown, Mass.
Heman Smith, 21 Fulton street, Boston.
Crocker, Wood & Co., New York City.
Williams & Barns, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
F. A. BARKER, Russell, Bay of Islands, New Zealand. feb2976.

Whalingmen's Shipping List.

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING MARCH 21, 1876.

NO. 5.

The Whalingmen's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY EHEN. P. RAYMOND,

4 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single

copies 5 cents.

No paper will be discontinued until

all arrears are paid, except at the option

of the publisher.

Advertisements inserted at 50 cents

per square for the first insertion, and 25

cents per square for each subsequent in-

sertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive cir-

culation in the principal cities and towns

in New England, rendering it a valuable

medium for advertising.

A complete list of American Whaling ves-

sels with the latest report from each, is con-

tained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch

Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of

Islands, N. Z.

A. W. PERCE & CO., Honolulu, Sand-

wich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of

arrival, and the amount of Oil and Whale-

bone brought by each vessel.

Blk. Blk. Bone.

JANUARY.

2 Ry Railroad, N. B. 40,230

11 Jos Nickerson, N. Y. 101

11 Nile, N. L. 385 4,500

do. on freight, 372 7,500

25 Colon, N. Y. 130

25 Gem, 81

FEBRUARY.

2 Humber, Boston, 70

14 Azor, 124

21 City of Dallas, N. Y. 150

LIST OF WHALERS IN PORT.

NEW BEDFORD.

Ship Daniel Webster.

Mark A. Houghton.

" Alaska, Fisher, Pacific, May 31.

" Cleone.

" E. Corning.

" Progress.

" Se. Ranger.

" Sunbeam, Gifford, Atlantic, May 1.

" Swallow, Ellis, Atlantic, April 5.

" Tropic Bird.

Schr. Able Bradford.

" Petrel.

Schr. Cohannet.

" Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected

to arrive in 1876, with the quantity of Oil

and Bone on board, when last heard from:

NEW BEDFORD.

Arnold, 550 125

do. on freight, 410 20

Atlantic, 300

Bartholomew Gosnold, 700 300

California, 1,100 40

Commodore Morris, 80 500

Coral, 375 50

Desdemona, 1,150 90

Eliza Adams, 1,100 90

Europa, 1,000 17,000

Golden City, 10 50

Helen Mar, 100 300

do. on freight, 90 50

Janet, 150 50

Marcella, 1,050 500

Mary Frazier, 200 500

Matapoiset, 420 500

Merlin, 230 500

Osprey, 230 500

Pacific, 230 500

Sarah, 230 500

Selma, 230 500

Stafford, 230 500

Triton, 230 500

Union, 230 500

Wave, 230 500

MARION.

Admiral Blake, 80 20

DARTMOUTH.

Cape Horn Pigeon, 90 500

WESTPORT.

Andrew Hicks, 400

Mermad, 1,125

MERCHANTMEN TO ARRIVE

Ship Young America,

from San Francisco,

Dec. 31, for N. York, 2,993

Ship Governor Morton,

from San Francisco,

for New York, Feb 21, 250 985

Bark Ceylon, from San

Francisco, December

23, for New Bedford, 5,410

Ship Syren, from Hon-

olulu, Dec. 9th, for New

Bedford, 90 5,480

J. E. BLAKE & CO.,

Druggists and Apothecaries.

With care and attention to business and

(as we trust), with the reputation of honest

and fair dealing secured by a long business

experience, we hope to merit and receive

a fair share of public confidence and

patronage.

Our stock, which we intend shall be the

largest and most complete in this section,

comprises everything required to meet the

wants of Physicians, Dentists, and the retail

trade. Physicians can rely upon having their

Prescriptions Prepared only by Com-

petent and Careful Persons.

and in all things shall be our constant aim

to gain the confidence and esteem of our

patrons.

MR. ISRAEL H. SHURTLEFF remains

with us, and will be pleased to see all his

old friends and hosts of new ones at the old

stand.

J. E. BLAKE & CO.,

81 North Second Street, cor. Middle.

CORDAGE.

THE NEW BEDFORD CORDAGE COMPA-

NY are now prepared to furnish short or

long

GANGS OF RIGGING,

Of all sizes, and of the best manufacture. At

MANILA AND HEMP WHALE LINE

Made from pure Manila and Russia Hemp

All orders sent to L. A. PLUMMER Treas-

urer, Rotech's Square, New Bedford, Mass.

will be promptly attended to.

THE WEEKLY SUN.

1776. NEW YORK. 1876.

Eighteen hundred and seventy-six is the

centennial year. It is also the year in

which an opposition House of Representa-

tives, the first since the war, will be in pow-

er at Washington; and the year of the twen-

ty-third election of a President of the

United States. All of these events are sure

to be of great interest and importance, es-

pecially the two latter, and all of them and

everything connected with them will be

fully and freshly reported and expounded

in the Sun.

The opposition House of Representatives,

taking up the line of inquiry opened years

ago by the Sun, will sternly and diligently

investigate the corruption and misdeeds of

Grant's administration; and will, it is to be

hoped, lay the foundation for a new and

better period in our national history. Of

all this the Sun will contain complete and

accurate accounts, furnishing its readers

with early and trustworthy information

upon these things, which the daily edition

will see these numbers doubled. It will

continue to be a thorough newspaper. All

the general news of the day will be found in

it, condensed when unimportant, at full

length when of moment, and always, we

trust, treated in a clear, interesting and in-

structive manner.

It is our aim to make the Weekly Sun the

best family newspaper in the world, and we

shall continue to give it its columns a large

amount of miscellaneous reading, such as

stories, tales, poems, scientific intelligence

agricultural information, for which we are

not able to make room in our daily edition.

The agricultural department especially is

one of its prominent features. The fashions

are also regularly reported in its columns;

and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with

fifty-six broad columns is only \$1.20 a

year, postage prepaid. As this price bar-

ely repays the cost of the paper, no discount

can be made from this rate to clubs, agents,

postmasters, or any one.

THE DAILY SUN, a large four-page

newspaper of twenty-eight columns, gives

the news for two cents a copy. Subscrip-

tion, postage prepaid, 35 cents per month,

or \$4.50 a year. SUNDAY edition extra,

\$1.10 per year. We have no travel

agents.

Address, "THE SUN" New York City

Scribners' Monthly for 1876.

THE publishers invite attention to the

following list of some of the attractive

articles selected for Scribner's Monthly

for the coming year. In the field of fiction, be-

sides numerous novelettes and shorter sto-

ries, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our

postmaster's hands,

"GABRIEL CONROY,"

By Bret Harte.

Begins in the November number,

and will run for twelve months. This is Mr.

Harte's first extended work. The scenes and

characters, which the author has chosen

from his favorite field, California, are paint-

ed with characteristic vividness and pow-

er; and the work is without doubt the most

graphical record of early California life that

FORTY YEARS AGO.

How wondrous are the changes, Jim,

Since forty years ago,

When gals wore woollen dresses, Jim,

And boys wore pants of tow;

When shoes were made of calf-skin,

And socks of homespun wool,

And children did a half day's work

Before the hour of school.

The girls took music lessons, Jim,

Upon the spinning wheel,

And practised late and early, Jim,

On the spindle, swift and reel;

The boys would ride bare back to mill,

A dozen miles or so,

And hurry off before 'twas day,

Some forty years ago.

The people rode to meeting, Jim,

In sleds, instead of sleighs,

And wagons rode as easy, Jim,

As buggies now-a-day.

And oxen answered well for teams,

Though now they'd be too slow,

For people lived not half so fast

Some forty years ago.

O, well do I remember, Jim,

That Wilson's patent stove,

That father bought and paid for, Jim,

In cloth that our gals had wove;

And how the neighbors wondered, Jim,

When we got the thing to go!

They said 'twould burst and kill us all,

Some forty years ago.

Yes, everything is different, Jim,

From what it used to was,

For men are always tampering, Jim,

With God's great natural laws;

But what on earth we're coming to—

Does anybody know,

For everything has changed so much

Since forty years ago.

"BANG UP!"

OR

The Results of Advertising.

CHAPTER I.

"Anything over, Ben?"

"Not a dollar; I just paid the Journal's

bill for advertising, which has pretty much

cleaned me out."

"How much?"

"Forty-two dollars and twenty-five

cents."

"Ben, I don't like to tell you that you

are the biggest fool on the street; but you

are."

"Wait Joe, and see," returned the other,

with a confident smile.

"Forty-two dollars for advertising!"

"Just so, and for three months' adver-

tising."

The applicant for "anything over" gave

a peculiar whistle to define the length,

breadth and depth of his astonishment.

This conversation occurred in the store

of Benjamin Weston, a young and enter-

prising merchant, who had just commenc-

ed business on his own account. The other

person, who to use his own classic ex-

pression, was "bang up," and wanted to

borrow \$50 to make up the amount of a

note due that day, was Joseph Weston, a

cousin of the other. They had been play-

mates in youth and staunch friends in ma-

J. & W. R. WING & CO.,

Have removed to their new Brick Building.

141 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into Garments as
ordered by customers.



READY MADE CLOTHING
Men's White and Fancy Shirts, Underclothes and Drawers,
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS,
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,
WILLIAM R. WING,

JOHN WING
HIRAM W. WENTWORTH.



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle
man's, for all kinds of every description, also a complete assortment of Cloths, Cassimeres,
and ready made clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect
Garments of all kinds made to order in the best style, and warranted to set at short notice
and thank for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN. FREDERICK E. BRIGHTMAN.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment
of ready made
CLOTHING
GENTS' FURNISHING GOODS
Fine and Fancy Shirts, Drawers,
and CAPS, and every article
that can be desired.



OF THE BEST QUALITY,
Constantly kept on hand, and
which will be sold at
LOW
PRICES.

"NOT SOLD YET."

FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS
A special invitation is extended to my SEA-FARING FRIENDS to call and examine
before purchasing elsewhere

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & Co. having dissolved and given up their corner store

SIMEON DOANE

Will continue in the same business as heretofore at

NO. 55 UNION STREET

here he will be happy to see all old friends and host of new ones "Who go down to the
"in ships," and will endeavor to give satisfaction in all business transactions, and
will keep constantly on hand a full assortment of

READY MADE CLOTHING —AND— FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.

The business hereafter will be conducted under the style of DOANE & Co.

P.S. Anyone in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

MOSES C. SWIFT,



No. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for:

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods.

J. C. MERRILL & Co.,

SHIPPING AND COMMISSION MERCHANTS

204 & 206 California Street,
SAN FRANCISCO, CAL.

Particular attention paid to the shipping of
Merchandise, purchasing and shipment of Cal-
ifornia and Oregon Produce, chartering of ves-
sels—freight Insurance, &c.
Liberal advances made on consignments.

References to:
William J. Rotch,
Leader A. Plummer,
James D. Thompson,
William H. Matthews,
Weston Howland,
George Barney,
Edward Merrill,
S. Griffiths Morgan.

sep28/69-11

PANAMA—U. S. C.,

GEORGE F. WILSON. JOHN BRAKEMEIER

WILSON & BRAKEMEIER,

PURVEYORS TO THE AMERICAN AND
ENGLISH NAVIES, SHIPPING AND
COMMISSION MERCHANTS.

ALL BUSINESS connected with
WHALEMEN'S carefully attended to.
Exchange bought and sold.

REFERENCES.

Messrs. I. H. Bartlett & Sons, N. Bedford.
Loun Snow, Jr., William Lewis.

oct6/75 1y

HOBART TOWN—(Tasmania.)

ROBERT R. REX,
Ship Chandler and Whaling
Agent.

Whalemen's Stores of all kinds furnished
at lowest prices.
Letters for American Whalers for-
warded to me, will be delivered as ad-
vised.

H. B. McKAY,

SHIPPING & COMMISSION MERCHANT,

IMPORTER OF AMERICAN PRODUCE,
SANTA CRUZ, TENERIFFE,
CANARY ISLANDS.

SOLICITS consignments of vessels, also
States for transshipment to the United
States.
N.B. The attention of Merchants and
Captains engaged in the whaling business
is called to this port as being favorable for
reloading their ships and forwarding Oil to
the United States, it being a good harbor,
free port, and freightage procurable at low
rates. A vessel will be dispatched for New
York in December or January of each year.

REFERENCE—Messrs. Yates & Porterfield,
115 Wall Street, New York, to whom apply
for further information.
Jan19/75 1y

THE TAUNTON COPPER CO.

OFFER FOR SALE

Yellow Metal and Copper Sheathing,
BOLTS, SPIKES, NAILS, &c.,
Old Metal taken in exchange for new

John P. Knowles, 2d, Agent,
Corner Commercial and Front Sts.,
NEW BEDFORD, MASS.

apr2-72

SOUTHWARD POTTER, 2D.

ACCOUNTANT,
No. 104 Union Street, (Up Stairs),
NEW BEDFORD, MASS.

Mr. Potter attends particularly to the
settlement of Whaling Voyages, and mak-
ing up Disbursements and Accounts. Any ac-
count entrusted to him, will be faithfully
attended to.

oct22/74

NEW BEDFORD RAILROAD.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 6th, 1875,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, 10.45 A.M., and 3.40 P.M. Return
8.00, 11.10 A.M., and 4.30 P.M.
Via Old Colony Railroad, 8 A.M. Return,
3.30 P.M.
Providence, at 7.30, 10.25 A.M., 3.40, and 5.20
P.M. Return, 8.00, 10.50 A.M., 4.40, and 7.
40 P.M.
Taunton, at 7.30, 8.00, 10.25 A.M., 3.40,
and 5.20 P.M. Return, 9.00 A.M., 12.10,
5.45, 9.20, and from Dean street station,
4.20 P.M.
Myrick's, at 7.30, 8.00, 10.25 A.M., 3.40 and
5.20 P.M. Return, 6.45, 9.20, A.M., 12.25, 4.40
and 6.00 P.M.
Howland's, at 8.00 A.M., and 3.40 P.M. Re-
turn, 9.25 A.M., and 6.00 P.M.
East Freetown, at 7.0 A.M., and 3.40 P.M.
Return, 9.30 A.M., and 6.10 P.M.
Braley's, at 8.00 A.M., and 3.40 P.M. Re-
turn 9.35 A.M., and 6.15 P.M.
Acushnet, at 7.30, 10.25 A.M., and 3.40 P.M.
Return, 9.45 A.M., and 6.25 P.M.
Worcester via Mansfield and South Fra-
mingham, at 5.40 P.M.
Lowell, at 3.40 P.M.
Fitchburg, at 3.40 P.M.
Fall River, at 7.30, 10.25, A.M., 3.40 and 5.20
P.M. Return, 11.15, A.M., and 3.36 P.M.
Newport, at 8.00 A.M., and 3.40 P.M. Re-
turn, 8.00 A.M., 1.00 and 10.00 P.M. Sun-
days, 10.00 P.M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.00, 11.10 A.M., and 4.30 P.
M. Return, 7.30, and 11.10 A.M., 2.40, 4.5
and 5.30 P.M.
Providence, at 5.25, 8.10, 11.10 A.M., and
1.40, 4.35 and 6.00 P.M. Return, 8.00, 9.15,
10.50 A.M., 2.00, 4.40 6.20, and 7.40 P.M.
Passengers for Taunton and New Bedford
from way stations between Boston and
Mansfield, will take the trains which leave
Boston at 7.30, 10.30 A.M., and 4.00 P.M. to
Mansfield.
Passengers for way stations between
Mansfield and Boston, in the morning will
take the A.M. train from New Bedford,
and the 6.32 A.M. train from Taunton.
*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.20 A.M., and 2.40 P.M.
Mattapoisett, at 7.29 A.M., 2.40 and 4.40 P.M.
Marion, at 7.29 A.M., 2.30 and 4.40 P.M.
Tremont, at 7.29 A.M., and 2.40 and 4.40 P.M.
Cape Cod, at 7.29 A.M., and 4.40 P.M.
Nantucket, at 7.29 A.M.
Plymouth, at 7.29 A.M., and 2.40 P.M.
LEAVE BOSTON, via Old Colony Railway
at 8 A.M., and 4.00 P.M.
LEAVE SANDWICH at 7.33 A.M., 2.68 P.M.
LEAVE HYANNIS, at 6.45, A.M., 2.06
P.M.
LEAVE TREMONT, at 10.10 A.M., 3.55 and
5.40 P.M.
LEAVE MARION, at 10.22 A.M., 4.10 and 5.59
P.M.
LEAVE MATTAPoisETT, at 10.24 A.M., 4.25
and 6.11 P.M.
Passengers from Way Stations on Old Col-
ony Railway will take the 3.55 P.M. train
from Boston.

sept 3, 1875. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union Street, daily (Sundays excepted,
for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A.M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A.M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P.M.

This Express so long and favorably known to
the public, now offers superior facilities
to all persons wishing to transact business in
the principal cities and towns in the United
States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills,
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.
This Express connects with Steamer Mon-
ohansett for Woods Hole, (Falmouth,) Hol-
mes Hole and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk Street, opposite the Old
South Church.
Providence, 34 Dorrance street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.
New Bedford, May 20, 1870.

DAVENPORT, MASON & Co.'s
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 5th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co

New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York
Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.
OFFICES:—In New York, at 105 Wall
Street; No. 346 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 19 Commercial Wharf.
Order box can be found at Lawton's
Store, corner of Purchase and Union streets

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

Full and complete notice to give notice to owner
agents and masters of whaling vessels, that
they have succeeded in getting the tonnage dues
removed from whaling vessels visiting this port
or the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31½ gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:

A Package duty of twenty-four cents per bar-
rel Harbor dues, 98; Secretary's fee, 88; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

The till continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty cents per barrel, (de-
liverable at New York or Boston free of all other
charges except insurance, which will be effected on
the most favorable terms which are required.
Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any persons offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Carlisle Bay,
from Netherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Keel, (on
the latter of which a large wooden Lazaretto is
erected), is of great depth, varying from 20 to 50
fathoms, and by running well past the buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 5th
of the following month. All letters so forwarded
to our care will be safely received, and delivered
as addressed. Masters of vessels calling off the
Harbor and not wishing to anchor may obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer,
and will incur the expense of that officers fee—\$1.

New Bedford papers always on file for inspec-
tion. W. P. LEACOCK & CO.
nov29/64

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND
CUSTOM HOUSE AGENT.

Offers every facility and dispatch to
ship masters visiting this port in pro-
curing supplies.
Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.
Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.

Charges on goods addressed to our care
advanced, and added to the bill of lading.
Particular attention paid to chartering of
vessels, Insurance effected, &c., &c.
Jes07/74

ISAAC McKIN COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR &c.

WHALEMEN'S STORES of all kinds
unished at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.

sep10/67

ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.

All business entrusted to my care
will receive prompt and careful attention
References:—Charles F. Howland, Orisk
Smalley, New Bedford. 1y dec8/74

New Bedford and New York

STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other
Route.

Steamer CITY OF NEW BEDFORD,

A. C. FISH, Commander.

Steamer CITY OF FITCHBURG,

C. H. SPRINGER, Commander.

On and after MONDAY, Nov.
8th, the Steamers of this Line
will run daily, (Sundays ex-
cepted), between New Bedford
and New York, leaving New Bedford, from
Commercial wharf, at 5.30 P.M., and New
York, from Pier 39, East River (near foot of
Market Street), at 4.30 P.M.

The accommodations for passengers and
freight are first-class, in every respect, hav-
ing all the modern improvements possible
for steamers of this class.

Passengers from New York make close
connections with steamers from Falmouth,
Vineyard, Woods Hole, Oak Bluffs, Fal-
mouth Heights, Edgartown, Nantucket,
and with the New Bedford Railroad for
Boston, Providence, Taunton, and Fitchburg.
Staterooms may be secured at the Parker
House, or on board the steamers in New
Bedford; also on board the Vineyard steamer.

WHALEEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT

MARCH 21, 1876.

VESSELS' NAME.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	[LATEST REPORT,
NEW BEDFORD.	129 Baker.	Joseph & William R Wing.	November, 26, 74	Atlantic Ocean.	November 24, 75, sailed from St Michaels.
Abm Barker, bark.	130 Thacher.	Joseph & William R Wing.	October, 26, 75	Pacific Ocean.	November 24, 75, at Brava.
Abbie Bradford, schr.	131 Russell.	Jonathan Bourne, Jr.	In port.	Atlantic Ocean.	Arrived September 14, 75, 450 whale.
Abbott Lawrence, b.g.	132 Hickmott.	Ivory H Bartlett & Sons.	April, 29, 75	Atlantic Ocean.	October 27, 75, sailed from St Michaels.
Adams, bark.	133 Smith.	Jonathan Bourne, Jr.	March, 27, 75	North Pacific Ocean.	December 1, 75, sailed from San Francisco.
Adams, bark.	134 Gibbs.	Jonathan Bourne, Jr.	August, 9, 75	Atlantic Ocean.	December 9, 75, at sea, no lat &c.
A Houghton, bark.	135 Wilson.	John T Richardson.	In port.	Atlantic Ocean.	Arrived October 11, 75, 1,300 sperm 400 whale.
Alaska, bark.	136 Bouldie.	James B Wood & Co.	January, 22, 75	North Pacific Ocean.	November 18, 75, at Bay of Islands.
Arnold, bark.	137 Brown.	Joseph & William R Wing.	June, 25, 75	Pacific Ocean.	November 30, 75, sailed from Honolulu.
Atlantic, bark.	138 Bourne.	John P Knowles, 2d.	July, 16, 75	Indian Ocean.	August 25, 75, at Ternate.
Avola, bark.	139 Willis.	Charles R Tucker & Co.	November, 2, 71	North Pacific Ocean.	October 22, 75, at Bay of Islands.
Bart Gosnold, bark.	140 Craw.	Taber, Gordon & Co.	November, 30, 75	Indian Ocean.	January 22, 76, at sea, lat 1 S, lon 24 W.
Callao, bark.	141 Ludlow.	Swift & Perry.	December, 6, 71	North Pacific Ocean.	December 16, 75, sailed from San Francisco.
California, bark.	142 Sherman.	Charles R Tucker & Co.	August, 7, 72	New Zealand.	January 7, 76, sailed from San Francisco.
Canton, bark.	143 Tinkham.	John T Richardson.	December, 8, 74	Indian Ocean.	September 2, 75, sailed from Albany, N. H.
Catalpa, bark.	144 Tinkham.	Joseph & William R Wing.	April, 28, 75	Atlantic Ocean.	November 24, 75, sailed from Tenerife.
Charles W Morgan, b.g.	145 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 4, 75, sailed from Brava.
Cleone, bark.	146 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	Arrived December 6, 75, 100 sperm 300 whale.
Corn. Morris, bark.	147 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 29, 75, sailed from Tenerife.
Cornelius Howland.	148 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 9, 75, sailed from Honolulu.
Coral, bark.	149 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 5, 76, at Mangoni.
Daniel Webster.	150 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	Arrived May 2, 72, 85 sperm 300 whale.
Desdemona, bark.	151 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	No date, at St Helena.
Draco, bark.	152 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 13, 75, at Brava.
E. Conner, bark.	153 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	Arrived September 4, 75, 470 sperm.
E. Conner, bark.	154 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 30, 75, sailed from Bay of Islands.
Eliza Adams.	155 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 21, 75, at St Michaels.
Emma C Jones.	156 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 27, 75, at Tenerife.
E H Adams, brig.	157 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 9, 75, sailed from St Michaels.
Falcon, bark.	158 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 22, 75, sailed from Honolulu.
Gazelle, bark.	159 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 24, 75, at Brava.
General Scott, bark.	160 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 21, 75, at Brava.
George & Susan, bark.	161 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 21, 76, sailed from St Helena.
Golden City, schr.	162 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 2, 75, at Tenerife.
Greyhound, bark.	163 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 10, 75, sailed from St Helena.
Haley, bark.	164 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	February 26, 76, at Fernando, F. I.
Helen Mar, bark.	165 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 18, 76, at sea, lat 20 S, lon 1 W.
Horace, bark.	166 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 4, 75, sailed from Tenerife.
Hope On, bark.	167 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 26, 75, sailed from San Francisco.
Hunter, bark.	168 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 20, 75, at Porto.
Illinois, bark.	169 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	March 1, 76, sailed from San Francisco.
James Allen, bark.	170 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 9, 75, sailed from Honolulu.
James Arnold.	171 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 24, 75, at sea, no lat &c.
Janet, bark.	172 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 4, 76, on Cornell Ground.
Janus, bark.	173 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 16, 75, sailed from Tenerife.
Java, bark.	174 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 11, 75, at San Francisco.
Java, bark.	175 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 10, 75, sailed from Honolulu.
Java, bark.	176 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 13, 75, at sea, no lat &c.
Javelin, bark.	177 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 9, 75, at St Vincent.
John Dawson, bark.	178 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 7, 75, sailed from St Michaels.
John Howland, bark.	179 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 20, 75, sailed from Fayal.
John P West, bark.	180 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 7, 76, sailed from St Helena.
Josephine.	181 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 5, 75, sailed from Fayal.
Kathleen, bark.	182 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 18, 76, off Chatham Islands.
Letitia, bark.	183 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 6, 75, at Tenerife.
Lagoda, bark.	184 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	September 24, 75, sailed from St Michaels.
Lander, bark.	185 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 10, 75, sailed from St Helena.
Laura Stewart, bark.	186 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 25, 75, at St Michaels.
Louisa, bark.	187 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 10, 76, at Mahe.
Lydia, bark.	188 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	March 9, 76, sailed from San Francisco.
Marcella, bark.	189 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 11, 75, at Norfolk Island.
Marguerite, bark.	190 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 27, 75, sailed from Tahiti.
Mary, bark.	191 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 13, 75, sailed from St Helena.
Mary & Mary, bark.	192 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 7, 75, at St Dennis.
Mary & Susan, bark.	193 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	No date, at Pambuco, in distress.
Madison, bark.	194 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 26, 75, at Brava.
Mercury, bark.	195 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 1, 75, at sea, no lat &c.
Morilla, bark.	196 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	July 23, 75, sailed from Panama.
Midway, bark.	197 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 8, 75, sailed from San Francisco.
Morning Star, bark.	198 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 6, 75, sailed from Honolulu.
My Wollaston, bark.	199 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 7, 76, at sea, no lat &c.
Napoleon, bark.	200 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	February 12, 76, at sea, lat 2 S, 2 whales.
Nephtus, bark.	201 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 9, 75, sailed from Brava.
Niger, bark.	202 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 19, 76, sailed from San Francisco.
Norman, bark.	203 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 24, 75, at Brava.
Northern Light, bark.	204 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	Arrived October 11, 75, 400 sperm.
Ocean, bark.	205 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 12, 76, sailed from Fayal.
Ohio, bark.	206 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 26, 75, sailed from San Francisco.
Ohio, bark.	207 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 12, 75, at Fayal.
Onward, bark.	208 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 27, 75, off St Michaels.
Oprary, bark.	209 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 27, 75, off St Michaels.
Pacific, bark.	210 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 19, 75, at St Nicholas.
Pacific, bark.	211 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	Arrived September 7, 75, 85 sperm.
Peter, bark.	212 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 4, 75, at Santo Antonio.
Petrol, bark.	213 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 14, 75, at sea, lat 11 N, lon 26 W.
Petrol, schooner.	214 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	No date, at sea, no lat &c., leaking.
Plouner, bark.	215 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	Arrived May 16, 75, 14 sperm 900 whale.
President, bark.	216 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 25, 76, sailed from Honolulu.
President, 2d, bark.	217 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	Arrived October 11, 75, 400 sperm.
Progress, bark.	218 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 7, 75, at sea, lat 24 S, lon 53 E.
Rainbow, bark.	219 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 25, 76, sailed from Honolulu.
Roussau, bark.	220 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 7, 75, at sea, lat 24 S, lon 53 E.
Sappho, bark.	221 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 11, 75, sailed from St Helena.
Sarah, bark.	222 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 22, 75, at sea, lat 31 S, lon 45 44.
Sarah, bark.	223 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	February 7, 76, at Tumbuco.
Sea Breeze, bark.	224 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	Arrived September 27, 75, 820 sperm.
Sea Fox, bark.	225 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 7, 75, at Tenerife.
Sea Ranger, bark.	226 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	December 18, 75, off Cape St. Lucas.
Selma, bark.	227 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	September 13, 75, off Ascension.
Shelby, bark.	228 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 18, 75, sailed from Fayal.
Stafford, bark.	229 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	Arrived December 11, 75, 560 sperm.
Stamboul, bark.	230 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 31, 76, off Solanders.
Spartan, bark.	231 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 25, 76, at San Carlos.
Swallow, bark.	232 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	February 22, 76, sailed from Honolulu, hme.
Tamerlane, bark.	233 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 29, 75, sailed from Brava.
Tarbo, bark.	234 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	October 27, 75, at Tenerife.
Teton, bark.	235 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	January 26, 76, at sea, lat 42 S, lon 53 E.
Tropic Bird, bark.	236 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	No date, at sea, lat 39 S, lon 40 14 W.
Union, schooner.	237 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	February 11, 76, on Coast of Honduras.
Vigilant, bark.	238 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	Arr at N Bedford Sept 24, 74, 100 sperm 16 wh.
White, bark.	239 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	November 5, 75, sailed from St Michaels.
Young Phoenix.	240 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	February 2, 76, sailed from St Thomas.
Fairhaven.	241 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	Arr at N Bedford Sept 21, 75, 320 sp 15 wh.
Colman, schr.	242 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Ellen, bark.	243 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Marion.	244 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Adm. Blake, schr.	245 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
William Wilson, schr.	246 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Dartmouth.	247 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Cape H. Pigeon.	248 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Matilda Sears, bark.	249 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Westport.	250 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
A. Hicks, bark.	251 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Merna, bark.	252 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Sea Queen, bark.	253 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Edgartown.	254 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Clarke, bark.	255 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Perry, bark.	256 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Provincetown.	257 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Agate, schr.	258 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Alyce, schr.	259 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Antarctic, schr.	260 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Arizona, schr.	261 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
B F Sparks, schr.	262 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Carrie W Clark, schr.	263 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Charles Thompson, schr.	264 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
L S Clark, schr.	265 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
D A Smith, brig.	266 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Edward Lee, schr.	267 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
E H Hatfield, schr.	268 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Ellen Ripsh, schr.	269 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Flying Fish, schr.	270 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Gracie M Parker, schr.	271 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
H M Simmons, schr.	272 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Lottie E Cook, schr.	273 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
M E Simmons, schr.	274 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Nichols, schr.	275 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Quickstep, schr.	276 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Rising Sun, schr.	277 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Wm. A Grozier, schr.	278 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Boston.	279 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
B E Phillips, b.k.	280 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
F H Moore, brig.	281 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Heman Smith, brig.	282 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Arizona, brig.	283 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Rosa Baker, brig.	284 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Sarah E Lewis, schr.	285 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Wm Martin, schr.	286 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
New London.	287 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Charles Gogate, schr.	288 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Emma Jane, schr.	289 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Florence, schr.	290 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Lawrence, schr.	291 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Franklin, schr.	292 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Golden West, schr.	293 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Isabella, schr.	294 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
L P Simmons, schr.	295 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Nile, schr.	296 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Roman, schr.	297 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Trinity, bark.	298 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
New York.	299 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Oak, bark.	300 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
San Francisco.	301 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Clara Bell, bark.	302 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	
Rosalore, bark.	303 Tinkham.	John P Knowles, 2d.	In port.	Atlantic Ocean.	

BOSTON WEEKLY JOURNAL,
FOR THE CENTENNIAL YEAR,
1876.
ORGANIZE YOUR CLUBS.

THE NEWS OF THE WEEK
Carefully Compiled Expressly for the Paper.

The year 1876 promises to be full of interest and incident in this country. It will not only be a year of great excitement on account of the Centennial celebration, but the Centennial Exhibition at Philadelphia cannot fail to impart to the summer months an amount of interest without precedent in the annals of our country. The papers of the day will be full of reports, for thousands who will be unable to be present in person will depend upon the newspaper for full and accurate reports of the grandest peace event in the history of the United States. To obtain correct information of all that is passing for the benefit of the readers of the BOSTON WEEKLY JOURNAL will be the duty of its publishers.

The political events of the year will be full of significance. While the BOSTON WEEKLY JOURNAL is pronounced in its political sentiments, its editors deem it a duty they owe to all political organizations to give full and impartial reports of their meetings. The merit is accorded THE BOSTON WEEKLY JOURNAL of giving to its political opponents a measure of fairness, especially in the way of information relating to movements, nominations and speeches, rarely found in the so-called party newspapers.

FAMILY READING. Varied and attractive to please the tastes of the intelligent classes.

THE MARKETS fully reported for the benefit of Farmers and Traders.

THE CENTENNIAL. The events of the year will be fully reported for the benefit of the readers of the BOSTON WEEKLY JOURNAL.

RELIGIOUS INTELLIGENCE,</

The Whalemens Shipping List, NEW BEDFORD: TUESDAY MORNING, MARCH 21, 1876.

REMOVAL.
On and after this date, the office of the WHALEMEN'S SHIPPING LIST, is removed from No. 21 Hamilton to No. 4 South Second Street.
New Bedford, February 7th 1876.

IMPORTS
Of Sperm and Whale Oil and Whalebone into the United States, for the week ending March 20, 1876.

	Bls.	Sp.	Wh.	Bone.
Previously,	none.	none.	none.	none.
From Jan. 1 to date,	1,615	916	33,230	3,412
Same time last year,	3,046	387	177,199	53,229

NEW BEDFORD OIL MARKET.
For the week ending March 20.

SPERM.—Has been in better demand, with sales of 1,600 bbls for export, and 600 do. in parcels, for manufacture at \$1.50 p. gallon.
WHALE.—Continues dull, the only sale being 250 bbls. Humpback, for manufacture, on private terms.

WHALEBONE.—Has continued in good demand, and the price for Arctic further advanced, sales having been made since our last of about 10,000 lb in parcels, at \$1.70 @ \$1.75, gold, p. lb.

FOREIGN OIL MARKET.—The circular of Messrs. Bowe, Game & Co., dated London February 24th, says: Crude Sperm keeps dull, with sellers at 42 1/2 p. tun.

Whalebone.—Quotations having further advanced in America, there are buyers here at higher prices, but no business doing, as our market is quite bare of stock in importers' hands.

LETTERS.

A letter from Capt. Barnes, of bark Sea Breeze, of this port, reports her at Tumbes, February 7th, having taken 80 bbls. sperm oil. Would leave on the arrival of the mails to cruise westward, and expected to be at Tumbes again in September. Had seen sperm whales but once. Reports at do. bark Sea Fox, Hamblen, do. 100 bbls. since leaving Western Islands, Capt. Hamblen reports seeing several whales on Chili doing nothing.

A letter from Capt. Allen, of bark Greyhound, of this port, reports her at sea, January 18th, lat. 20 N, lon. 1 W, with 10 bbls. sperm oil.

A letter from the fourth mate of bark President, Davis, of this port, reports that soon after sailing, lost two boats and the bark was leaking so badly that could not carry much sail.

A letter from on board bark Three Brothers, of this port, reports her at San Carlos, January 23th, clean.

A letter from on board ship Eliza Adams, Hamblen, of this port, reports her at Port Williams, January 31st, with 300 bbls. sperm and 90 do. whale oil this season.

ANOTHER WHALER.—Bark A. Houghton, 219 tons, built for the whaling business in 1853, has been purchased by John T. Richardson and others of this city, and will be fitted at this port for the whale-fishery. She made two voyages from Fall River, and during the war was thoroughly rebuilt by the United States government; had new spars and rigging and was re-cooped in 1871. Her length is 116 feet, breadth of beam 28 feet 4 inches, and depth of hold 12 feet 8 inches.

HARTER'S MAGAZINE FOR APRIL.—This number, with eighty-five beautiful engravings, is as rich in the variety of its reading matter as it is attractive in appearance. With a large installment of George Eliot's new novel; a fresh chapter of Julian Hawthorne's serial; Mr. Conant's "First Century" paper on the Progress of the Fine Arts—the only satisfactory summary that has ever been prepared on American art; Rebecca Harding Davis's entertaining gossip about the Philadelphia Colonial times; Professor Lockwood's fascinating description of the wonderful revelations of the Microscope; four capital short stories; Poems by Lord Houghton, Rose Terry Cooke, and Celia Thaxter; and other articles of great popular interest, both illustrated and unillustrated, besides the "Easy Chair" and the Editorial Summaries of Science, Literature, Current Events, and Anecdote—this number has something for every class of readers.

For sale by Edwin Dewes.

ST. NICHOLAS FOR APRIL opens with an interesting article on Sir Joshua Reynolds' painting of the "Strawberry Girl," illustrated by an admirable reproduction of the painting itself, which forms the frontispiece of the number. Among the other contributions, the most prominent, perhaps, are Charles L. Brace's article on "The Poor Boy's Astor House," which gives many amusing and pathetic scenes from a New York newsboy's life, and is capably illustrated; and Frank R. Stockton's paper on the coming Centennial Exhibition, or "America's Party," with pictures of the principal buildings. As for stories "How a Grizzly treed Obed Rollins" is a narrative which, with its excellent illustrations, is both exciting and amusing; "A Lake on Fire" describes an incident which could only have happened among the dwellers by the great inland lakes; and the fortunes of a little street wail are feelingly given in Lucy G. Morse's story of "The Ash Girl." The "Boy Emigrants," too, continue their adventurous journey, and reach, this month, the "divide" of the continent, from which they begin enthusiastically their down-hill journey toward the gold mines. The pleasant rhymes, "The Queen of the Orkney Islands," and "The Frog, the Crab, and the Limpy Eel," will cause a round of laughter; and "Eye-brights" and "An Easter Carol" are charming bits of Spring-time verse. Published by Scribner & Co., 743 Broadway, New York.

The Science of Health for April is received, and as usual contains a vast variety of useful and instructive reading. The Recipe Department is well-filled. Price 25 cents, or \$2.00 a year. Address S. R. Wells & Co., 231 Broadway, N. Y.

The Bank of the State of New York with a capital of \$2,000,000 suspended on the 14th inst. The failure is attributed to the fact that the bank has been loaning on warehouse receipts for several years, which resulted in overdrafts to the extent of some \$800,000. The loss on this, together with some protested paper in the opinion of the Bank Examiners and Clearing House Committee, impaired its capital and consequently it has been dropped from the Clearing House. Some of the Directors think the depositors will be paid in full, and stockholders 50 per cent. "What do you think of the failure of the Bank of the State of New York, to-day, Mr. Vanderbilt?" said a reporter. "I was astonished to learn it," replied the Commodore. "That was my old bank, you know," he added, turning to a gentleman sitting near him. "Yes, I used to go there a good deal. Well, it's the result of extravagant living. They must go on and live beyond their incomes, and that's what comes of it. Poor Uncle Daniel," he continued, after a moment's meditation, his thoughts evidently referring to the subject of speculation; "see how he has come out. He used to come here a good deal a few years ago, and I used to talk to him and tell him, 'Now, Mr. Drew, why do you continue to go down town and work so hard to make a little more of that which you can't carry with you out of the world?' But he would say, 'O, well, I must go, and every day he would go down and speculate.'"

MASSACHUSETTS SENATORIAL DISTRICTS.—The Legislative Committee of thirty-six to whom was referred the matter of re-districting the State, had quite a discussion upon the allotment to what is to be known as the Cape District, an effort being made to draw the line so as to give Barnstable one Senator, and the district to be called the Cape District, and Dukes and Nantucket the second Senator—two before being allowed in committee to the three districts—and the district to be called the Island District. This was looked upon as an effort to take away one of the two Senators, as Dukes and Nantucket together have only about a quarter of the necessary number of voters for a Senatorial District, while the fractions in the counties of Worcester, Middlesex and Essex, in each of which there is a fight for an extra Senator, are greatly in excess of the number of voters in both Dukes and Nantucket. But the question was settled beyond further dispute by consolidating Barnstable, Dukes and Nantucket, and calling them all one Senatorial District.

The New Hampshire State Election proves the Granite State true to Republicanism. Hon. Person C. Cheney, has been elected Governor by more than 3,000 majority, with nine out of twelve Republican Senators and from twenty to twenty-five Republican majority in the House. This ensures the election of a Republican to the United States Senate in place of Hon. Aaron H. Cragin, whose term expires March next. The vote throughout the State was the largest ever cast, aggregating nearly 81,000.

SEWING MACHINES.—Congress on the 10th inst., refused to extend the patent for the mechanical attachment known as the four-feed motion in Sewing Machines owned by the Wheeler & Wilson and Wilcox & Gibbs companies, and for the use of which other companies have had to pay a heavy royalty. It was shown that during the past three years one million machines with this combination were sold at an average price of \$65 each, or about thirty per cent. above their natural cost including a fair profit. The refusal of Congress to extend the patent will do away with this anomaly and Sewing Machines for which \$65 are now asked will have to be sold at \$43, and less costly ones at a proportionate reduction.

A MARINE HOSPITAL ON CAPE COD.—Dr. Peter Pineo, who is the Superintendent of the United States Marine Hospital Service on Cape Cod, is urging upon Congress the passage of an appropriation for the erection of a Pavilion Hospital at Hyannis. Now many sick and disabled seamen of vessels belonging to or touching at the nine ports of the two hundred miles of the sea coast of Cape Cod have to be provided with relief in private houses, or transported by rail to Boston. No appropriation is asked for, but the bill before the House authorizes the Secretary of the Treasury to apply a sum not exceeding \$16,000, to be paid out of the Marine Hospital fund, if the receipts from hospital dues are sufficient to warrant the application of the amount named for the purpose.

SCRIBNER FOR APRIL'S prompt, on hand, and contains the following illustrated articles:—Yale College; Is there a Superhuman Passage to the Upper Lake Region? and Beds and Tables, Stools and Candlesticks. The other articles are:—Philip Nolan's Friends, or "Show your Passports"—chapters 10 and 11; Dies Irae; Poe, Irving, Hawthorne; Parting; The History of a Critic; Shadows; Perky's Cross; At Best—a poem; Gabriel Conroy—chapters 22, 23, 31 and 32; Revolutionary Letters—fourth paper; The Mysterious Island—concluded; Springs; Cuba with War; The Astor Family in New York; The Legend of the State; Topics of the Times; The Old Cabinet; The World's Work and Brice-a-Brac. Published by Scribner & Co., 743 Broadway New York.

PARDON OF WADDELL.—The Pacific Mail Company have succeeded in obtaining a pardon from the Hawaiian Government for the piracy of James I. Waddell, as commander of the cruiser Shenandoah, in the burning of a Hawaiian whaling bark in the Arctic Ocean. This act of the Hawaiian Government will compel it to protect Waddell in case he ever enters Hawaiian waters, and is threatened with violence on account of that little piratical transaction.

THE SANDWICH ISLAND TREATY.—There is a reciprocity treaty with the Sandwich Islands before the House of Representatives which we trust there is wisdom enough in that body to kill inconspicuously. The whole foreign trade of the Islands—i. e., what the Islands buy—amounts to about \$1,153,000 per annum; what they sell amounts to about \$1,400,000 per annum, six-sevenths of which (or \$1,200,000) is represented by sugar. Of so much of this sugar or other products as the United States consumes it pays for as it pays for other things (in 1874 by products to the amount of \$620,000.) But the Sandwich Islands planters, numbering about forty, now ask that, in addition to paying as in ordinary trade, the United States shall give a bounty, by specially remitting the duties imposed on all foreign sugars in favor of the Island products, equivalent to an average of 50 per cent. bounty on the cost of the sugar at the shipping ports of the Island. This bounty on the import of Hawaiian sugar for last year would have amounted to \$540,000, and is certain to increase, under a guarantee of 50 per cent. profit on all they can produce, to \$1,500,000 per annum. Or, in other words, it is proposed that we carry on trade with the Islands hereafter by giving a dollar's worth of American products for a dollar's worth of Island products, and then making the Island people the present of another dollar to encourage trade. This is called reciprocity, but it looks like buying trade and paying an excessively high price for it. For every dollar of revenue thus remitted an equivalent dollar must be raised by some other form of taxation to supply the deficiency. Neither will the American price of sugar be affected, for the amount the Islands can produce under any circumstances, although in the aggregate large, is as nothing to the aggregate consumption of the United States.

The friends of the treaty use some arguments in its favor that border on the comic. One is that it would give us the carrying-trade with the Islands; but as this trade is not a coasting trade, and as, therefore, we have no monopoly of it, it will go to ships of whatever nation can carry cheapest, unless the sugar-planters are simpletons, of which as yet there is no sign. Another is that if we do not make the treaty Great Britain or some of her colonies will. But Great Britain has not since this treaty was last rejected in 1867, shown the slightest disposition to do anything of the kind; and why should she, for all sugar is now admitted free to her home ports? Nor are the Pacific colonies likely to do so, because they now get their sugar from another British colony, the Mauritius, which makes it cheaper than the Hawaiians can make it. General Schofield and Admiral Porter also say that the Sandwich Islands are "our only natural outpost for the defense of the Pacific coast." As these Islands are 2,500 miles from the coast this is very like saying that we need the Azores for the proper defense of the Atlantic coast, and is, with all respect for the Army and Navy, a little ridiculous. Civilians have some common sense about military matters. It would be easy to base on this theory an argument that we needed nearly the whole world for the strategic protection of the United States. We must remark in conclusion that when Mr. Fernando Wood reported to the House on this proposed treaty that we import sugar from Cuba to the amount of \$77,000,000 a year, and that Cuba only took in return from us of our products \$1,400,000, that Statesman erred grievously. Our exports to Cuba for the year 1873-4 were \$19,507,000; our imports, \$86,272,000.

The Central Vermont Railroad Company will contest the claim of Mrs. Bissell for damages on account of the death of her husband and son, caused by the accident at South Wallingford, on the ground that the father came to his death while trying to save his son, and not as a result of the accident, and that the son was riding on a free pass, by accepting which he had discharged the company from liability. But the Courts have decided repeatedly that the fact that a passenger is riding with a free pass does not protect a road in such a case.

The announced bankruptcy on the 10th inst., of the millionaire Daniel Drew, who figured prominently in the financial "black Friday" in New York a year or two since caused little comment on Wall street, it having been for a long time known that he had lost everything in speculation.

The President's salary was discussed in the United States Senate on the 14th inst., on the proposition to reduce it to \$25,000, and the reduction was finally voted, 26 to 20.

The bill to incorporate the New Bedford Marine Insurance Company, was passed to a third reading in the Massachusetts House of Representatives on the 13th inst.

The majority of the House Committee on the Judiciary is in favor of a further distribution of the Alabama Award among claimants, while the majority advocates covering the undisturbed balance into the Treasury.

A fourth line of steamers between Boston and Liverpool is soon to be established by Messrs. Frederick Leyland & Co., of Liverpool, who announces that the Iterian will sail on the 25th of March, and the Illyrian on the 8th of April, and that after that fortnightly steamers will leave.

THE FIRST STEAMBOAT ON THE HUDSON.—The steamboat itself is a romance of the Hudson. Its birth was on its waters, where the rude conceptions of Evans and Fitch on the Schuylkill and Delaware were perfected by Fulton and his successors. How strange is the story of its advent, growth, and achievements! Living men remember when the idea of steam navigation was ridiculed. They remember, too, when the Clermont went from New York to Albany without the use of sails, against wind and tide, in thirty-two hours, ridicule was changed into amazement. That voyage did more. It spread terror over the surface of the river, and created wide alarm along its borders. The steamboat was an awful revelation to the fishermen, the farmers, and the villagers. It came upon them unheralded. It seemed like a weird craft from Pluto's realm—a transfiguration of Charon's boat into a living fiend from the infernal regions. Its huge black pipe vomiting fire and smoke, the hoarse breathing of its engine, and the great splash of its uncovered paddle-wheels filled the imagination with all the dark pictures of goblins that romancers have invented since the foundation of the world. Some thought it was an unheard-of monster of the sea ravaging the fresh waters; others regarded it as a herald of the final conflagration at the day of doom. Managers of river-craft who saw it at night believed that the great red dragon of the Apocalypse was loose upon the waters. Some prayed for deliverance; some fled in terror to the shore, and hid in the recesses of the rocks, and some crouched in mortal dread beneath their decks and abandoned their vessels and themselves to the mercy of the winds and waves, or the jaws of the demon. The Clermont was the author of some of the most wonderful romances of the Hudson, and for years she was the victim of the enmity of the fishermen, who believed that her noise and agitation of the waters would drive the shad and sturgeon from the river.—[Benson J. Lossing, in Harper's Magazine for April.]

THE DYNAMITE FIEND.—One of the Brooklyn papers publishes an interview with a gentleman of that city showing that there is a probability that Thomassen, the dynamite fiend, whose latest exploit filled the world with horror, was also the cause of the loss of the steamer City of Boston several years ago. Thomassen's wife is now stopping in Jersey City. A comparison of his wife's data of his movements gives rise to the terrible suspicion that will undoubtedly at once receive investigation. Mrs. Thomassen places her husband's return from Europe at a date not long before the sailing of the ill-fated City of Boston on the voyage from which she never returned.

Thomassen's trip back to Europe was made at or about the time the City of Boston left the United States. She says that her husband returned terribly perturbed, and that he had been in Europe several days before he joined her, and was apparently crazy with excitement. These facts linked with the other facts that he had already murdered two men in covering up his own crime, and his queer wanderings, his clock-work making propensities and other suspicious circumstances, form a clue from which may ultimately be unravelled the fate of the lost steamer. Insurances on her cargo and on the valuables of the passengers were not paid until a couple of years after the vessel was given up as hopelessly lost, nor was any suspicion ever entertained that foul means had sent the City of Boston to the bottom in mid-Atlantic.

ANOTHER STAR.—The United States Senate on the 10th inst., passed a bill which if it becomes a law and the people interested accept its provisions will enable the President of the United States to issue his proclamation about the first of next December, declaring the State of New Mexico admitted into the Union on an equal footing with the original States, without any further action whatever on the part of Congress. The new State will be entitled to have two Senators and one Representative until the general census of 1890. It is very probable that on and after July 4th, 1877, the thirty-ninth star will be placed on the blue field of the Stars and Stripes.

A Conference of New England ministers was held in the Bowdoin Square Baptist Church, Boston, last week to confer upon various matters connected with the Temperance cause. The Rev. Dr. Barrows read an essay on "The Irrepressible Conflict." He said that the great question at issue now was, whether the rum traffic should ruin the nation or the nation the traffic. At the present time \$600,000,000 was invested in breweries and their adjuncts. In Boston there was \$341,860.67 in the business, and one-twentieth of all labor was furnished by the traffic. State Prison statistics showed that ninety per cent. of all crime was caused by intemperance. It had caused in ten years 1,500 murders, 2,000 suicides and other crimes in proportion. The officers of the State were ruled by the traffic and politics were corrupted. When this was the case Government, with its wooden officers, was a failure. It was estimated that one-third of the population was concerned, directly or indirectly, with the traffic. As far as the rum traffic prevailed, just so far did our Government go down.

The following new seals of postal rate is attributed to Mr. Jewell:
A one-cent stamp for a circular,
A two-cent stamp for a newspaper,
A three-cent stamp for a sealed letter,
All licked on in the right corner;
Lick, brothers, lick with care,
On the right hand side—not everywhere,
Unless you want the postmaster,
To make things hot, and "cuss and swear."

—A man who has been in the Black Hills has the following in the Glenwood (Iowa) Opinion: "I went to the hills in full confidence of success, backed by \$350 in my pockets, and after laboring six six weeks, came back without a cent. I am thus candid because I desire to warn others from attempting a fruitless and damaging enterprise."

MARRIED.

In this city, 13th inst., Charles W. Clifford, Esq., to Miss Wilhelmina H. Crapo; Mr. Charles P. Potter to Miss Mary A. Holmes; 16th, Mr. Daniel Robertson to Miss Mary McKenzie, all of this city; Mr. Luther F. Howard, of Fairhaven, to Harriet L. Goff, of this city.
In Fairhaven, 16th inst., Mr. George H. Underwood, of this city, to Miss Emma LeBaron, of Fairhaven.

DIED.

In this city, 12th inst., Samuel Carter, 67 years and 3 months; 13th, Hepas, wife of Silas Taber, 43 years and 6 months; 16th, Henry R., son of Philip M. and Aradina D. Brown, 1 year and 2 months; 17th, William C. Parker, 63 years and 9 months; 18th, Carlisle, only daughter of John L. and Abbie A. Burroughs, 38 years and 10 months; 19th, Ruth P., wife of William O. Brownell, 57 years and 11 months; Sarah Perkins, 84; 20th, William Cook, about 45.
In Fairhaven, 23 inst., Almira L., daughter of Benjamin T. and Ann Eliza E. Dunn, 8 years, 4 months and 7 days.
In East Fairhaven, 12th inst., Peleg R. Drew, 58.
In Acushnet, 12th inst., Joseph W. Cushing, 26 years and 3 months.
In Mattapoisett, 10th inst., Rebecca C. Harlow, 71 years, 3 months and 10 days.
In Vineyard Haven, 16th inst., Catherine L., wife of Constant Lewis, 75 years and 8 months.
In Fall River, 11th inst., Martha Booth, 72.
In Raynham, 12th inst., Betsy Colton, 78.
In Dennisport, 4th inst., Jonathan Burgess, 89; 10th, Capt. Francis Kelley, formerly of West Dennis, 98.
In West Dennis, 7th inst., Henry Terry, 80.
In Valley Mills, West Virginia, 5th ult., Albert Hinkley, of Marston's Mills, 82.
In East Sandwich, 8th inst., Russell Holway, 64.
In Wauquoit, 6th inst., Capt. John Bourne, 89.
In Bruceport, W. T., 23d ult., Capt. Valentine S. Riddell, formerly of Nantucket, 58 years and 7 months.
In Revere, O., 8th inst., Lydia, widow of the late Capt. Alexander Coffin, formerly of Nantucket, 86 years and 4 months.
In Indianapolis, Ind., 3d inst., Leonora, wife of George F. Whippley, formerly of Nantucket.

SEND 25c. to G. P. ROWELL & CO., New York, for Pamphlet of 100 pages, containing lists of 3,000 newspapers, and estimates showing cost of advertising.
mch 17 76

SPECIAL NOTICE.

NEW BEDFORD RAILROAD.

On and after MONDAY, March 20th, 1876, the INWARD passenger trains, after landing passengers at the Pearl street station, will be run to Commercial Wharf, to accommodate those who wish to be landed in that section of the city.

OUTWARD passenger trains will leave Commercial Wharf at 7.15, 7.45, 10.05 A. M., 3.25, and 4.55 P. M.

On INWARD trains, all baggage will be left at the Pearl street station, unless the passenger owning the baggage requests the Conductor to have it sent to Commercial Wharf.

WARREN LADD, Sup't.
New Bedford, March 18th, 1876.

\$5 to \$20 per day at home. Samples of free STINSON & Co., Portland, Maine.
ly meq 76

WANTED. We will give energetic men and women **Business that will Pay** from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. *Particulars free,* or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address **J. LATHAM & CO.,** 419 Washington St., Boston, Mass. P. O. Box 2164. n5-3m

\$12 a day at home. Agents wanted. Outfit and terms free. TRUE & Co., Augusta, Maine.
ly meq 76

GREAT INDUCEMENTS
—TO—
Buyers



OF WINTER CLOTHING.
FROM 20 to 25 per cent. less than the former selling prices, AT **CHARLES FISHER'S Clothing House,** 64 PURCHASE STREET, NEW BEDFORD, MASS. [OPPOSITE CITY CLOCK.]

CHARLES R. SHERMAN, DEALER IN NAUTICAL, MATHEMATICAL, and OPTICAL INSTRUMENTS, Charts, Nautical Books, Patent Logs, Stationery, &c., No. 40 North Water Street, NEW BEDFORD.
SEXTANTS, QUADRANTS, SPY-GLASSES COMPASSES, &c., repaired in a workmanlike manner, and on reasonable terms.
All orders thankfully received and promptly executed.
ly oot20 76

OFFICE OF THE Atlantic Mutual INSURANCE COMPANY.

New York, January 24th, 1876. The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875, \$5,840,021.88
Premiums on Policies not marked off 1st January, 1875, 2,455,372.87

Total amount of Marine Premiums, \$8,295,394.75

No Policies have been upon Life Risks; nor upon Fire disconnected with Marine Risks.

Premiums marked off from 1st January, 1875, to 31st December, 1875, \$6,123,134.66
Losses paid during same period, 2,712,008.5
Returns of Premiums and Expenses, 1,217,477.26
The Company has the following ASSETS, viz.:

United States and State of New York Stock, City, Bank and other Stocks, \$30,314,949.00
Loans secured by Stocks, and otherwise, 2,544,200.00
Real Estate and Bonds and Mortgages, 267,000.00
Interest, and sundry notes and claims due the Company, estimated at, \$54,037.92
Premium Notes and Bills Receivable, 2,076,360.50
Cash in Bank, 383,402.40

Total amount of assets, \$36,019,949.82
Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next.

The outstanding certificates of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.
A dividend of Forty Per Cent. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board, J. H. CHAPMAN Secretary.

TRUSTEES:
John D. Jones, William H. Webb, Charles Dennis, Gordon W. Burnham, W. H. Moore, Frederick Chauncey, Henry Colt, Charles P. Burdett, Lewis Curtis, Francis Skiddy, Charles H. Russell, Robert B. Minburn, Lowell Holbrook, Robert L. Stuart, Royal Phelps, James J. DeForest, David Lane, Alexander V. Blake, James Bryce, Charles D. Leverich, Daniel S. Miller, Charles H. Marshall, William Sturgis, Abolph Lemoine, John Elliott, George W. Lane, William E. Dodge, Adam T. Sackett, Josiah O. Low, Thomas F. Youngs, C. A. Hand, Horace Gray, James Love, Samuel Hutchinson, John D. Hewlett, John D. Ray.
JOHN D. JONES, President.
CHARLES DENNIS, Vice-President
W. H. MOORE, 2d Vice-President
feb 17 76

Fog Horns.



THE attention of Owners and Masters of Sailing Vessels is called to the Circular of the Secretary of the Treasury, No. 110, dated December 6th, 1874, in regard to the use of **FOG HORNS.**

[Extract of an "Act to provide for the better security of Life on Board of Sailing Vessels," Section 47.] And every such sailing vessel shall be navigated without complying with the provisions of this section, shall forfeit and pay a sum not exceeding Two Hundred Dollars, one-half to go to the Informer; and for which sum the vessel so navigated shall be liable, and may be seized and proceeded against by way of libel, in any District Court of the United States having jurisdiction of the offence.

The Horns designated as meeting the requirements of the law may be found at

CHARLES R. SHERMAN'S 49 North Water Street, New Bedford, Or at the office of the **NATIONAL ALARM COMPANY,** 54 Devonshire Street, Boston, (Room 17.)

PRICE \$6.

All orders will receive prompt attention.
ly apl13 75

I. H. BARTLETT & SONS, PURCHASERS OF Oils, Whalebone, Candles, &c. ON COMMISSION. NEW BEDFORD, MASS. IVORY H. BARTLETT, IVORY H. BARTLETT JR, GEO. F. BARTLETT.

WHALING GUNS.

THE subscriber flatters himself that his BOMB LANCE for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same. The Lances are for sale by the following Agents, and at the manufactory, of **J. A. BRAND,** Norwiche, Ct., Feb. 23rd, 1876.

AGENTS.
Edward P. Haskell, New Bedford, Mass.
Union Wharf Co., Provincetown, Mass.
Heman Smith, 21 Fulton street, Boston.
Crocker, Wood & Co., New York City.
Williams & Barns, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
F. A. BARKER, Russell, Bay of Islands, New Zealand.
feb 29 76.

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
Men's White and Fancy Shirts, Underclothes and Drawers
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

WHALEMEN'S INFITTING AND OUTFITTING GOODS,
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,
WILLIAM R. WING,

JOHN WING
HIRSH W. WENTWORTH.



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOOM & CO.,

NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle
man's, Furnishings of every description, also a complete assortment of Cloths, Cassimeres
etc., and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality, to all of which our seafaring friends and the public are invited to inspect
garments of all kinds made to order in the best style, and warranted to suit at short notice
ling thank for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN. FREDERICK E. BRIGHTMAN.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment
BEST QUALITY
Custom and Ready Made
CLOTHING
GENTS' FURNISHING GOODS
Fine and Staple Woollens,
Worsted, and Paper Collars,
and Caps, etc., etc.



"NOT SOLD YET."

FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS

A cordial invitation is extended to my SEAFARING FRIENDS to call and examine
before purchasing elsewhere.

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET. NEW STORE AND NEW GOODS

TABER, READ & GARDNER.
MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,
CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO. having dissolved and given up their corner store

SIMEON DOANE

Will continue in the same business as heretofore at

NO. 55 UNION STREET!

here he will be happy to see all old friends and host of new ones "Who go down to the
in ships," and will give satisfaction in all business transactions, and
will keep constantly on hand a full assortment of

READY MADE CLOTHING —AND— FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.

The business hereafter will be conducted under the style of DOANE & Co.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

MOSES C. SWIFT,



No. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for.

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
omers buy the goods.

J. C. MERRILL & Co.,

SHIPPING AND COMMISSION MERCHANTS

204 & 206 California Street,

SAN FRANCISCO, CAL.

Particular attention paid to the sale of
Merchandise, purchasing and shipment of Cal-
ifornia and Oregon Produce, chartering of ves-
sels effecting insurance, &c.
Liberal advances made on consignments.

References to—

William J. Rotch,
Leander A. Plummer,
James D. Thompson,
William H. Matthews,
Weston Howland,
George Barney,
Edward Merrill,
S. Griffith Morgan.

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PANAMA—U. S. C.,

GEORGE F. WILSON, JOHN BRAKEMEIER

WILSON & BRAKEMEIER,

PURVEYORS TO THE AMERICAN AND
ENGLISH NAVIES, SHIPPING AND
COMMISSION MERCHANTS.

ALL BUSINESS connected with
WHALEMS carefully attended to.
Exchange bought and sold.

REFERENCES.

Messrs. I. H. Bartlett & Sons, N. Bedford.
Loom Snow, Jr., William Lewis.
oct8'75 1y

HOBBART TOWN—(Tasmania.)

ROBERT R. REX,

Ship Chandler and Whaling
Agent.

Whalemen's Stores of all kinds furnished
at lowest prices.
Letters for American Whalers for-
warded to me, will be delivered as ad-
dressed.
1y oct28'75

H. B. McKAY,

SHIPPING & COMMISSION MERCHANT,

IMPORTER OF AMERICAN PRODUCE,

SANTA CRUZ, TENERIFFE,

CANARY ISLANDS.

SOLICITS consignments of vessels, also
of cargoes for transshipment to the United
States.

N. B. The attention of Merchants and
Captains engaged in the whaling business
is called to this port as being favorable for
refitting their ships and forwarding Oil to
the United States, it being a good harbor,
a free port, and freightage procurable at low
rates. A vessel will be dispatched for New
York to December or January of each year.
REFERENCE.—Messrs. Yates & Porterfield,
115 Wall street, New York, to whom apply
for further information.
jan19'75 1y

THE TAUNTON COPPER CO.

OFFER FOR SALE

Yellow Metal and Copper Sheathing.

BOLTS, SPIKES, NAILS, &c.,

Old Metal taken in exchange for new

John P. Knowles, 2d, Agent.

Corner Commercial and Front Sts.

NEW BEDFORD, MASS.

apr2-72

SOUTHWARD POTTER, 2D.

ACCOUNTANT,

No. 104 Union Street, (Up Stairs).

NEW BEDFORD, MASS.

Mr. Potter attends particularly to the
settlement of Whaling Voyages, and mak-
ing up Disbursement Accounts. Any ac-
count entrusted to him, will be faithfully
attended to.
tf ept22'74

NEW BEDFORD RAILROAD.



Boston, Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 6th, 1875,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, 10.30 A. M., and 3.40 P. M. Return
8.00, 11.10 A. M., and 4.35 P. M.
Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.
Providence, at 7.30, 10.30 A. M., 3.40, and 5.20
P. M. Return, 8.00, 10.00 A. M., 4.40, and 7.
40 P. M.
Taunton, at 7.30, 8.00, 10.25 A. M., 3.40,
and 5.20 P. M. Return, 9.00 A. M., 12.10,
5.45, 8.20, and from Dean street station,
4.20 P. M.
Myricks, at 7.30, 8.00, 10.25 A. M., 3.40, and
5.20 P. M. Return, 9.20 A. M., 12.25, 4.40
and 6.00 P. M.
Howland's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.25 A. M., and 6.05 P. M.
East Freetown, at 7.00 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.10 P. M.
Brady's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.35 A. M., and 6.15 P. M.
Acushnet, at 7.30, 10.25 A. M., and 3.40 P. M.
Return, 9.45 A. M., and 6.25 P. M.
Worcester via Mansfield and South Fra-
mingham, at 3.40 P. M.
Lowell, at 3.40 P. M.
Fitchburg, at 3.40 P. M.
Fall River, at 7.30, 10.25, A. M., 3.40 and 5.20
P. M. Return, 11.15 A. M., and 3.35 P. M.
Newport, at 8.00 A. M., and 3.40 P. M. Re-
turn, 8.00, 10.00, 1.00 and 10.00 P. M. Sun-
days, 10.00 P. M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.00, 11.10 A. M., and 4.30
P. M. Return, 7.30, and 11.10 A. M., 2.00, 4.35
and 5.30 P. M.
Providence, at 5.25, 8.10, 11.10 A. M., and
1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
10.50 A. M., 2.00, 4.40, 6.20, and 7.40 P. M.
Passengers for Taunton and New Bedford
from way stations between Boston and
Mansfield, will take the train which leave
Boston at 7.30, 10.30 A. M., and 4.00 P. M. to
Mansfield.
Passengers for way stations between
Mansfield and Boston, in the morning will
take the A. M. train from New Bedford,
and the 6.32 A. M. train from Taunton.
*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.20 A. M., and 2.40 P. M.
Mattapoisett, at 7.20 A. M., 2.40 and 4.40 P. M.
Marion, at 7.20 A. M., 2.40 and 4.40 P. M.
Tremont, at 7.20 A. M., 2.40 and 4.40 P. M.
Cape Cod, at 7.20 A. M., and 4.40 P. M.
Nantucket, at 7.20 A. M.
Plymouth, at 7.20 A. M., and 2.40 P. M.
LEAVE BOSTON, via Old Colony Railway
at 8 A. M., and 4.00 P. M.
LEAVE SANDWICH at 7.30 A. M., 2.58 P. M.
LEAVE HYANNIS, at 6.45, A. M., 2.05
P. M.
LEAVE TREMONT, at 10.10 A. M., 3.55 and
5.40 P. M.
LEAVE MARION, at 10.22 A. M., 4.10 and 5.59
P. M.
LEAVE MATTAPoisETT, at 10.34 A. M., 4.25
and 6.11 P. M.
Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.
sept 3, 1875. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union street, daily, (Sundays except-
ed) for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Midday Ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the United
States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.
This Express connects with steamer Mon-
ohansett for Wood's Hole, (Falmouth),
Holmes Hole and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.
Providence, 34 Dorrance street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.,
New Bedford, May 20, 1876.

DAVENPORT, MASON & Co.'s

NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 6th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co

New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—In New York, at 103 Wall
Street No. 346 Canal Street, corner of
Church, and Pier 39 East River; New
Bedford, at No. 19 Commercial Wharf.
Order box can be found at Lawton's Edg-
ware Store, corner of Purchase and Union streets

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.,

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owner
agents and masters of whaling vessels, that
they have succeeded in getting the tonnage duty
removed from whaling vessels visiting this port
for the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31½ gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:
A Package duty of twenty-four cents per bar-
rel Harbor dues, \$5; Secretary's fee, \$3; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply Stores
and provisions Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty cents per barrel, (de-
liverable at New York or Boston) free of all other
charges except insurance, which will be effected
on the most favorable terms when required.
Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any person offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Carline Bay,
from North to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lighthouse
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 8 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 5th
of the following month. All letters so forwarded
of the following month will be safely received, and delivered
to our care will be safely received, and delivered
as addressed. Masters of vessels calling on the
Harbor and not wishing to anchor may obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer
and will only incur the expense of that officers
fee—\$1.

New Bedford papers always on file for inspec-
tion. W. P. LEACOCK & CO.
nov22'64 tf

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND
CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to
ship masters visiting this port in pur-
chasing supplies.
Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.
Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.

Charges on goods addressed to our care
advanced, and added to Bill of Lading.
Particular attention paid to chartering of
vessels, Insurance effected, &c., &c.
Jes30'74 tf

ISAAC McKIM COOKE,

SHIP CHANDLER,
Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds
unished at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.
sep10'67 tf

ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.

All business entrusted to my care
will receive prompt and careful attention
References:—Charles F. Howland, Orisk
Smalley, New Bedford. 1y dec8'74

New Bedford and New York STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other
Route.

Steamer CITY OF NEW BEDFORD,

A. C. FISH, Commander.

Steamer CITY OF FITCHBURG

C. H. SPRINGER, Commander

On and after MONDAY, Nov.
8th, the Steamers of this Line
will run daily,

WHALEMEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT

MARCH 28, 1876.

VESSEL'S NAME.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.
NEW BEDFORD.				
Abm Barker, bark.	139	Baker, Joseph & William R Wing.	November, 26, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Chace, Joseph & William R Wing.	October, 26, 75.	Pacific Ocean.
Abm Barker, bark.	139	Jonathan Bourne, Jr.	In port.	
Abm Barker, bark.	139	William Lewis.	April, 26, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Smith & Perry.	April, 26, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Jonathan Bourne, Jr.	August, 26, 75.	Atlantic Ocean.
Abm Barker, bark.	139	John T. Richardson.	In port.	
Abm Barker, bark.	139	Jonathan Bourne, Jr.	In port.	
Abm Barker, bark.	139	James B Wood & Co.	January, 2, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Joseph & William R Wing.	June, 26, 75.	Pacific Ocean.
Abm Barker, bark.	139	John F Knowles, 2d.	July, 16, 75.	Indian Ocean.
Abm Barker, bark.	139	Willis.	November, 2, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Craw.	November, 26, 75.	Indian Ocean.
Abm Barker, bark.	139	Chace & Allen.	December, 6, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Charles R Tucker & Co.	August, 7, 75.	New Zealand.
Abm Barker, bark.	139	Sherman.	December, 8, 75.	Indian Ocean.
Abm Barker, bark.	139	Anthony.	April, 26, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Tinkham.	April, 26, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Joseph & William R Wing.	April, 26, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Swift & Perry.	April, 26, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Swift & Perry.	In port.	
Abm Barker, bark.	139	Winslow.	July, 26, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Homan.	August, 4, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Marvin.	December, 4, 75.	Pacific Ocean.
Abm Barker, bark.	139	William O Brownell.	In port.	
Abm Barker, bark.	139	George & Matthew Howland.	July, 3, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Jonathan Bourne, Jr.	July, 1, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Swift & Perry.	In port.	
Abm Barker, bark.	139	Taber, Gordon & Co.	June, 10, 75.	Pacific Ocean.
Abm Barker, bark.	139	William Lewis.	June, 10, 75.	Pacific Ocean.
Abm Barker, bark.	139	Charles Tucker.	October, 1, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Thomas Knowles & Co.	October, 1, 75.	Pacific Ocean.
Abm Barker, bark.	139	Swift & Perry.	June, 26, 75.	Pacific Ocean.
Abm Barker, bark.	139	John T. Richardson.	July, 7, 75.	Indian Ocean.
Abm Barker, bark.	139	Jonathan Bourne, Jr.	May, 4, 75.	Atlantic Ocean.
Abm Barker, bark.	139	George & Matthew Howland.	May, 4, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Henry Clay.	December, 17, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Abbott F Smith.	November, 30, 75.	Indian Ocean.
Abm Barker, bark.	139	William Lewis.	October, 20, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Swift & Perry.	October, 19, 75.	Indian Ocean.
Abm Barker, bark.	139	John T. Richardson.	November, 24, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Jonathan Bourne, Jr.	September, 20, 75.	Pacific Ocean.
Abm Barker, bark.	139	Ivory H Bartlett & Sons.	January, 9, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Gideon Allen & Son.	January, 3, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Taber, Gordon & Co.	June, 3, 75.	Pacific Ocean.
Abm Barker, bark.	139	William Lewis.	April, 14, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Swift & Perry.	April, 14, 75.	Pacific Ocean.
Abm Barker, bark.	139	George & Matthew Howland.	October, 20, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Joshua C Hitch.	October, 2, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Swift & Perry.	September, 27, 75.	Indian Ocean.
Abm Barker, bark.	139	Thomas Knowles & Co.	June, 1, 75.	Indian Ocean.
Abm Barker, bark.	139	Joseph & William R Wing.	June, 4, 75.	Pacific Ocean.
Abm Barker, bark.	139	William O Brownell.	June, 4, 75.	Pacific Ocean.
Abm Barker, bark.	139	Simon N West.	May, 4, 75.	Pacific Ocean.
Abm Barker, bark.	139	Swift & Perry.	August, 24, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Joseph & William R Wing.	July, 19, 75.	Indian Ocean.
Abm Barker, bark.	139	Joseph & William R Wing.	October, 11, 75.	Indian Ocean.
Abm Barker, bark.	139	Jonathan Bourne, Jr.	July, 21, 75.	Pacific Ocean.
Abm Barker, bark.	139	William Lewis.	June, 15, 75.	Atlantic Ocean.
Abm Barker, bark.	139	William Lewis.	June, 15, 75.	Atlantic Ocean.
Abm Barker, bark.	139	William Lewis.	August, 11, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Baylies & Cannon.	June, 18, 75.	Pacific Ocean.
Abm Barker, bark.	139	Sturges.	November, 11, 75.	Indian Ocean.
Abm Barker, bark.	139	Charles R Tucker & Co.	November, 11, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Henry H Bartlett & Sons.	July, 1, 75.	Pacific Ocean.
Abm Barker, bark.	139	Charles Tucker.	November, 7, 75.	Pacific Ocean.
Abm Barker, bark.	139	Thomas Knowles & Co.	August, 11, 75.	Pacific Ocean.
Abm Barker, bark.	139	Abbott F Smith.	October, 14, 75.	Indian Ocean.
Abm Barker, bark.	139	William Lewis.	July, 2, 75.	Indian Ocean.
Abm Barker, bark.	139	William Lewis.	May, 2, 75.	New Zealand.
Abm Barker, bark.	139	Taber, Gordon & Co.	October, 26, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Joshua C Hitch.	October, 8, 75.	Pacific Ocean.
Abm Barker, bark.	139	Swift & Perry.	November, 13, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Jonathan Bourne, Jr.	July, 13, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Gideon Allen & Son.	August, 23, 75.	Pacific Ocean.
Abm Barker, bark.	139	Hallett.	October, 15, 75.	Pacific Ocean.
Abm Barker, bark.	139	Loun Snow, Jr.	October, 9, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Jonathan Bourne, Jr.	October, 10, 75.	Pacific Ocean.
Abm Barker, bark.	139	Ivory H Bartlett & Sons.	July, 21, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Loun Snow, Jr.	In port.	
Abm Barker, bark.	139	Swift & Perry.	July, 6, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Matthew Howland.	June, 25, 75.	Pacific Ocean.
Abm Barker, bark.	139	Gifford & Cummings.	July, 20, 75.	Pacific Ocean.
Abm Barker, bark.	139	Swift & Perry.	November, 10, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Swift & Perry.	October, 1, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Charles R Tucker & Co.	November, 24, 75.	Atlantic Ocean.
Abm Barker, bark.	139	John M Walling.	April, 15, 75.	Indian Ocean.
Abm Barker, bark.	139	Thomas Knowles & Co.	April, 15, 75.	Indian Ocean.
Abm Barker, bark.	139	Philip H Reed.	In port.	
Abm Barker, bark.	139	Gideon Allen & Son.	April, 10, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Charles R Tucker & Co.	October, 28, 75.	Indian Ocean.
Abm Barker, bark.	139	Davis & Allen.	October, 2, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Charles R Tucker & Co.	April, 29, 75.	Atlantic Ocean.
Abm Barker, bark.	139	William O Brownell.	In port.	
Abm Barker, bark.	139	Ivory H Bartlett & Sons.	January, 21, 75.	North Pacific Ocean.
Abm Barker, bark.	139	George & Matthew Howland.	July, 15, 75.	Atlantic Ocean.
Abm Barker, bark.	139	William Lewis.	December, 1, 75.	Atlantic Ocean.
Abm Barker, bark.	139	John F Knowles, 2d.	August, 5, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Gideon Allen & Son.	April, 27, 75.	Atlantic Ocean.
Abm Barker, bark.	139	John F Knowles, 2d.	June, 1, 75.	Pacific Ocean.
Abm Barker, bark.	139	Ivory H Bartlett & Sons.	In port.	
Abm Barker, bark.	139	John F Knowles, 2d.	July, 20, 75.	Atlantic Ocean.
Abm Barker, bark.	139	George & William R Wing.	June, 4, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Joseph & William R Wing.	June, 4, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Joshua C Hitch.	May, 27, 75.	Pacific Ocean.
Abm Barker, bark.	139	Charles H Gifford.	May, 12, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Joseph & William R Wing.	In port.	
Abm Barker, bark.	139	Swift & Perry.	In port.	
Abm Barker, bark.	139	Thomas Knowles & Co.	August, 6, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Ivory H Bartlett & Sons.	October, 12, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Joseph & William R Wing.	January, 5, 75.	North Pacific Ocean.
Abm Barker, bark.	139	Joseph & William R Wing.	June, 2, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Philip H Reed.	June, 8, 75.	Pacific Ocean.
Abm Barker, bark.	139	William Watkins.	November, 3, 75.	Pacific Ocean.
Abm Barker, bark.	139	Thomas Knowles & Co.	May, 19, 75.	Atlantic Ocean.
Abm Barker, bark.	139	William Phillips & Son.	July, 8, 75.	Indian Ocean.
Abm Barker, bark.	139	Owen Fisher.	In port.	
Abm Barker, bark.	139	Tucker Damon, Jr.	In port.	
Abm Barker, bark.	139	Hathaway.	November, 13, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Brady.	March, 7, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Baker.	August, 8, 75.	Pacific Ocean.
Abm Barker, bark.	139	Childs.	July, 22, 75.	Pacific Ocean.
Abm Barker, bark.	139	Howland.	July, 23, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Hicks.	July, 23, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Allen.	October, 25, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Marchant.	November, 3, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Bassett.	August, 12, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Atkins.	March, 25, 75.	Atlantic Ocean.
Abm Barker, bark.	139	E & R Cook & Co.	January, 26, 75.	Atlantic Ocean.
Abm Barker, bark.	139	William A Atkins.	January, 24, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Stephen Cook.	January, 24, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Central Wharf Co.	March, 7, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Leach.	In port.	
Abm Barker, bark.	139	David Conwell.	In port.	
Abm Barker, bark.	139	William A Atkins.	March, 25, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Atkins.	January, 24, 75.	Atlantic Ocean.
Abm Barker, bark.	139	E & R Cook & Co.	January, 24, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Stephen Cook.	January, 24, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Nickers.	December, 15, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Dyer.	February, 21, 75.	Atlantic Ocean.
Abm Barker, bark.	139	James Atkins.	In port.	
Abm Barker, bark.	139	William A Atkins.	January, 24, 75.	Atlantic Ocean.
Abm Barker, bark.	139	E & R Cook & Co.	February, 21, 75.	Atlantic Ocean.
Abm Barker, bark.	139	David Conwell.	January, 8, 75.	Atlantic Ocean.
Abm Barker, bark.	139	E & R Cook & Co.	December, 18, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Thomas S Taylor.	February, 18, 75.	Atlantic Ocean.
Abm Barker, bark.	139	William A Atkins.	March, 25, 75.	Atlantic Ocean.
Abm Barker, bark.	139	John Medina.	July, 28, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Frederick Smith.	October, 12, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Heman Smith.	December, 1, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Heman Smith.	June, 22, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Heman Smith.	October, 11, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Heman Smith.	In port.	
Abm Barker, bark.	139	Lawrence & Co.	June, 15, 75.	Desolation.
Abm Barker, bark.	139	Haven, Williams & Co.	June, 27, 75.	Hurd's Island.
Abm Barker, bark.	139	Lawrence & Co.	July, 7, 75.	Desolation.
Abm Barker, bark.	139	Haven, Williams & Co.	July, 27, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Lawrence & Co.	In port.	
Abm Barker, bark.	139	Haven, Williams & Co.	June, 30, 75.	Desolation.
Abm Barker, bark.	139	Haven, Williams & Co.	June, 30, 75.	Cumberland Inlet.
Abm Barker, bark.	139	Haven, Williams & Co.	June, 8, 75.	Cumberland Inlet.
Abm Barker, bark.	139	Haven, Williams & Co.	July, 13, 75.	Atlantic Ocean.
Abm Barker, bark.	139	Haven, Williams & Co.	In port.	
Abm Barker, bark.	139	Haven, Williams & Co.	June, 29, 75.	Desolation.
Abm Barker, bark.	139	Haven, Williams & Co.	June, 29, 75.	Desolation.
Abm Barker, bark.	139	Lawrence & Co.	In port.	
Abm Barker, bark.	139	Henry Shuber.	December, 22, 75.	Pacific Ocean.
Abm Barker, bark.	139	Richard S Howland.	In port.	
Abm Barker, bark.	139	Thomas W Williams.	In port.	

[LATEST REPORT,		SP.	CG	UN	
		WH	WH	SP.	WH
November 24, 75, sailed from St Michaels	400				
November 20, 75, at Bravo					
Arrived September 14, 75, 650 whale					
October 27, 75, sailed from St Michaels	130				
December 11, 75, sailed from San Francisco	1650				
December 9, 75, at sea, no lat &c	235			195	
Arrived October 11, 75, 1,200 sperm 400 whale					
November 18, 75, at Bay of Islands	560	1175	560	125	
November 30, 75, sailed from Honolulu	570	540	300		
August 25, 75, at Tortoise	390				
October 22, 75, at Bay of Islands	880	1200	700	300	
January 22, 75, at sea, lat 1 S, lon 24 W	76	3830			
December 16, 75, sailed from San Francisco	209	200	1100		
September 21, 75, sailed from Bay of Islands	225	10	225	10	
November 24, 75, sailed from Albany, N. H.	210				
November 4, 75, sailed from Bravo	130				
Arrived December 6, 75, 100 sperm 300 whale					
Arrived May 2, 75, 85 sperm 300 whale					
February 4, 75, sailed from St Helena	1600	900	375	900	
November 13, 75, at Bravo	80				
Arrived September 4, 75, 470 sperm					
November 30, 75, sailed from Bay of Islands	150			100	
January 31, 75, at Port Williams	210	185	1150		
February 19, 75, at sea, no lat &c	350		40		
October 9, 75, sailed from St Michaels	165				
November 24, 75, sailed from Honolulu	50	4200		100	
November 22, 75, at Bravo				30	
October 21, 75, at Bravo	250				
January 21, 75, sailed from St Helena	200		150		
December 2, 75, at Tenerife	100				
December 21, 75, at sea, no lat &c	775	500	475	500	
January 17, 75, sailed from Fernandina	150	150	10	40	
January 18, 75, at sea, lat 20 N, lon 1 W	10				
October 4, 75, sailed from Tenerife	290				
November 25, 75, sailed from San Francisco	330	3850	90	100	
November 20, 75, at Bravo					
December 9, 75, sailed from Honolulu	160		160		
March 1, 75, sailed from San Francisco		5575			
December 9, 75, sailed from Honolulu	155	5100			
December 24, 75, at sea, no lat &c	900		375		
January 1, 75, on Cornell Ground	620		150		
November 16, 75, sailed from Tenerife	330				
November 11, 75, at San Francisco	380	3200			
October 21, 75, at Port Williams	2085	2050			
October 13, 75, at sea, no lat &c	150		150		
October 9, 75, at St Vincent	60				
November 7, 75, at Palta	940	1500	370	1000	
November 7, 75, sailed from St Michaels	90				
October 20, 75, sailed from Fayal					
January 20, 75, at sea, no lat &c	100				
November 2, 75, at sea, no lat &c	800	350	770		
January 18, 75, off Chatham Islands	100				
November 6, 75, at Tenerife	100				
January 24, 75, sailed from Johanna	360		225		
November 1, 75, sailed from St Helena	180	120	80	120	
November 28, 75, at St Michaels	750				
January 10, 75, at Mahe	1050		1050		
March 9, 75, sailed from San Francisco					
January 7, 75, at sea, no lat &c	770	75	70	70	
November 17, 75, at Norfolk Island	800	1050	290	500	
December 27, 75, sailed from Talcahuano	850		740		
No date, at St Helena	260	175	160	175	
November 23, 75, at St Dennis	680	990	420	500	
November 15, 75, at Fernandina, in distress	1500		530		
November 26, 75, at Bravo					
January 6, 75, off Norfolk Island	1800	200	1435	200	
January 19, 75, touched at Juan Fernandez	735	200	260		
December 8, 75, sailed from San Francisco	250	1975			
November 6, 75, sailed from Honolulu	280				
January 7, 75, at sea, no lat &c	1000		960		
February 12, 75, at sea, no lat &c, 2 whales	700	550	600	550	
January 23, 75, off Staten Land					
January 19, 75, sailed from San Francisco	430	3400			
November 24, 75, at Bravo	290				
Arrived October 19, 75, 400 sperm					
January 12, 75, sailed from Fayal	445				
November 26, 75, sailed from San Francisco	660	4350			
October 12, 75, at Fayal	70				
November 22, 75, off St Michaels	700				
October 27, 75, off St Michaels	1275		60		
December 19, 75, at St Nicholas	330		130		
January 11, 75, at Mahe	700	800	380	200	
Arrived September 7, 75, 85 sperm	360		170		
January 20, 75, at sea, lat 31 05, lon 45 44	80				
December 14, 75, at sea, lat 11 N, lon 20 W	360				
No date, at sea, no lat &c, leaking					
December 24, 75, at sea, no lat &c	180				
Arrived May 16, 75, 14 sperm 600 whale					
January 25, 75, sailed from Honolulu	135	1000			
October 15, 75, sailed from Fayal	70				
October 27, 75, at sea, lat 36, lon 58	15				
January 23, 75, at sea, no lat &c	770	790	350	230	
December 22, 75, at sea, lat 31 05, lon 45 44	100		80		
February 7, 75, at Tumbes	100				
February 7, 75, at Tumbes	270		100		
Arrived September 27, 75, 820 sperm					
November 7, 75, at Tenerife	130				
December 18, 75, off Cape St. Lucas	235	4100			
November 20, 75, sailed from Tenerife	80	225	325	250	
October 15, 75, off Ascension	490	20			
October 18, 75, at sea, no lat &c	30				
Arrived December 11, 75, 560 sperm					
January 31, 75, off Solanders					
February 1, 75, touched at Juan Fernandez	1100	250	800	250	
December 22, 75, sailed from Honolulu	225	2700		1300	
January 1, 75, at Bravo, C. V. I.					
October 1, 75, at sea, no lat &c	450		450		
October 27, 75, at Tautierico	360				
January 26, 75, at sea, lat 42 S, lon 53 E					
Arrived November 16, 75, 14 sperm					
Arrived September 17, 75, 95 sperm 6 whale					
March 15, 75, sailed from Fernandina	86	20	86	20	
Arrived September 16, 75, 185 sperm 35 whale					
February 7, 75, at Talcahuano					
January 31, 75, off Solan ders	1070	3200	200	500	
December 8, 75, at sea, no lat &c	720	220	680	220	
January 3, 75, sailed from Mahe	1500		400		
February 3, 75, at sea, no lat &c	1700		1425		
Feb 16, 75, at sea, lat 13 10, lon 45 50, 3 whales	450				
January 10, 75, at Barbados					
Arrived October 4, 75, 200 sperm	108				
Arrived August 9, 75, 180 sperm 140 whale					
March 11, 75, sailed from Fernandina					
Arrived September 15, 75, 230 sperm 100 whale					
December 2, 75, at Tenerife	360				
No date, at sea, no lat &c					
March 5, 75, sailed from Falmouth, Ja.					
October 20, 75, sailed from St Michaels	380	20			
No date, at sea, lat 39 30 N, lon 40 14 W	60				
March 12, 75, at Banoca, Fla.	205		125		
Arrived September 24, 75, 140 sperm 16 wh					
August 4, 75, at sea, no lat &c					
November 5, 75, sailed from St Michaels	145				
February 2, 75, sailed from St Thomas					
Arr at N Bedford Sept 21, 75, 320 sp 16 wh					
July 8, 75, at Cape Verde					
September 13, 74, at Kerguelan Island		800		400	
August 4, 75, at Evangelis Island					
August 4, 75, at Evangelis Island					
January 9, 75, at San Carlos					
Arrived April 29, 75, 160 whale					
August 4, 75, sailed from Bravo					
October 1, 74, in Cumberland Inlet		1450			
No date, in Cumberland Inlet		135			
March 5, 75, at Pernambuco, 500 bls					
Arrived January 11, 75, 380 whale					
August 17, 75, sailed from Mauritius	50	1050	50	100	
Arrived April 21, 75, 200 whale					
January 20, 75, at Palta	750	1930		400	
Arrived February 7, 75					
Arrived November 3, 75, 1,250 whale					

The Whalemens Shipping List.

NEW BEDFORD.
TUESDAY MORNING, MARCH 28, 1876.

REMOVAL.

On and after this date, the office of the WHALEMEN'S SHIPPING LIST, is removed from No. 21 Hamilton to No. 4 South Second Street.
New Bedford, February 7th 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending March 27, 1876.

	Bls.	Sp.	Wh.	Bone.
Previously,	none.	none.	none.	none.
From Jan. 1 to date,	1,615	310	53,220	53,220
Same time last year,	3,046	357	177,199	177,199
Exports for the week ending March 27, 1876:	sp.	wh.	bone.	
Previously,	2,792	744	65,224	
From Jan. 1 to date,	2,792	744	65,224	
Same time last year,	4,536	441	58,795	

NEW BEDFORD OIL MARKET.

For the week ending March 27.

SPEERM.—Is rather quiet, the only sale being 500 bls. for manufacture, at \$1.20 per gallon.

WHALE.—Is very dull and we have no transactions to report.

WHALEBONE.—Continues in demand, with sales of 1,600 lb. Arctic, at \$2, currency, and 4,000 do. Northwest, at \$1.70, gold, per lb.

FOREIGN OIL MARKET.—The circular of Messrs. Bowe, Game & Co., dated London March 24th, says: Crude Sperm is rather firmer, no sellers under \$20 per ton. Newfoundland Whale Oil is offering at \$23 @ \$22 per ton as to quality.

WHALEBONE.—We are still without any fresh arrivals of any description, and quotations remain unchanged, but nominal.

LETTERS.

A letter from Mr. Caldwell, late first officer of bark Addison, of Boston, before reported totally wrecked at Fayal, says: Sailed from New Bedford February 4th, and arrived at Fayal on the 19th. On the night of the 23d, in a gale of wind, the vessel parted from her anchors and went ashore, striking about 4:30 A. M. At 8 o'clock the officers and crew were landed by means of ropes. The ship and cargo were sold for \$1,400. Mr. Caldwell writes from Ballycotton, Ireland, where he had touched on the way to Cork from Fayal, in command of ship Electric, of Greenock, whose captain had been taken sick at Fayal.

A letter from Capt. Wilson, of bark Linda Stewart, of this port, reports her at Johanna, January 18th, having taken 225 bls. sperm oil since last report—400 bls. sperm oil all told. Bound to Mabo Banks. [A letter from Dr. B. F. Wilson, says the Linda Stewart sailed on the 24th. A broken boat-steerer named Tallman deserted the ship at Johanna].

A letter from Capt. Kelley, of the Chilian bark Mary, reports her at Juan Fernandez, January 20th, with 70 bls. sperm and 900 do. whale oil. Capt. Kelley reports that the bark Morning Star, Lewis, New Bedford, touched there the day previous, with 250 bls. sperm oil since leaving Panama.

A letter from the third officer of ship Emma C. Jones, of this port, reports her at sea, February 16th, 120 miles from Palta, with 40 bls. sperm oil since leaving Fayal.

A letter from Capt. Fuller, of ship Milton, of this port, reports her off Norfolk Island January 6th, having taken 270 bls. sperm oil since leaving Bay of Islands in June.

A letter from on board brig F. H. Moore, Soper, of Boston, reports her at Banoca, Fla., March 12th, with 205 bls. sperm oil.

A dispatch from Port Praya, C. V. I., reports the total loss of the schooner Palma, of this port, with cargo, at Braye, C. V. I., on the 24th of February. Crew safe. She sailed from this port January 1st, with an assorted cargo of merchandise on a trading voyage around the Cape Verde Islands. Her cargo was valued at \$11,000. She was owned by parties in this city, and Capt. Weeks, of Dartmouth, who commanded her. She was valued at \$15,000, and the vessel and cargo are fully insured.

NANTUCKET AHEAD.—The Inquirer and Mirror reports that Mr. Stephen D. Pompey, of the sea girl life, has received from the Court of Commissioners on Alabama Claims, the sum of \$567.00 with interest at four per cent. for the past eleven years, as remuneration for losses sustained by the burning of the bark Congress, 2d., of this port, by the Shenandoah in the Arctic Ocean, in 1853. Good for Pompey—if true.

Our Washington advice, however, state that in consequence of an oversight which occurred in framing the original bill for payment of judgments by the Alabama Claims Court, no awards can be paid until further action by Congress, directing the Secretary of the Treasury to sell five per cent. bonds for that purpose, and consequently, no payments will be made earlier than the 15th of April.

Mr. Samuel H. Dammann, of this city, is to furnish the Marine Department of Massachusetts at the Centennial with a perfect Light Ship, built from the draft of a model now in the Light House Department, framed and planked, with everything aboard—in fact a perfect fac simile of a United States Light Vessel.

The new project for a branch railroad from this city to Middleborough and for a continuance of the same to Kingston would bring about a connection by railroad from tide-water to tide-water, each side of the Cape, avoiding the perils of doubling Cape Cod by coasters, while a direct road would be opened from Duxbury, Plymouth and Kingston to New York.

Fire.—About 12 o'clock on Friday night last, fire was discovered in the furniture establishment of Geret Gills, 150 Purchase street. The stock of furniture valued at between \$7,000 and \$8,000 was damaged to such an extent as to render it almost worthless. The damage to the building is about \$1,000. There is insurance on the stock of \$5,000, and on building of \$1,000, through Tillinghast & Alden. The cause of the fire is unknown.

Governor Rice has issued his proclamation appointing Thursday, the 13th day of April for the Annual Fast in Massachusetts.

The severe Line Gale storm which began on Monday the 20th inst., and continued through the following day, was one of the most severe, both on sea and land, experienced for several years. According to the United States observers, the storm began in the Gulf of Mexico, penetrated inland a considerable distance and was especially severe along the sea board. In Nashville, Tenn., snow fell to the depth of eight inches, and in Raleigh, N. C., to the depth of four inches. In Columbus, Ohio, the heaviest for some years. At New York the velocity of the wind was 54 miles an hour; off New London, Conn., 53 miles, and in Boston through the day, 42 miles. Its effects were felt on the railroads, causing many detentions. At Whitefield, N. H., a railroad bridge of the Mount Washington branch, was blown six inches out of line, rendering passage of trains impossible. At Provincetown much damage was sustained by the shipping in port. The stern and quarter boards of the schooner Camilla, of Boston, came ashore on the morning of the 20th inst. The new schooner William L. Swift, parted her moorings, and is badly used up upon the beach. The whaling schooner Carrie W. Clark collided with another vessel (both at anchor), and lost two boats, which will detain her from proceeding on her voyage for a few days. There were 14 disasters, three of the vessels were sunk. No lives were lost.

The brig Hattie Easton, of Boston, Capt. James T. Cook, drifted ashore on Gerrish Island, off Kittery, Me., during the storm on Tuesday afternoon, and soon went to pieces. The brig was twenty-three days out from Cienfuegos for Boston, and had been driven out of her course by the gale and enveloped in a thick snow storm. Her cargo consisted of 362 hogheads of sugar, 150 hogheads and 48 tierces of molasses, consigned to Elisha Atkins & Co., Boston. The only survivor is the first mate, Mr. C. LeBaron, of Middleborough. Seven others are lost.

THE GENEVA AWARD.—The House Committee on the Judiciary has reported in favor of distributing as follows the remainder of the Geneva award, which amounts to about \$10,500,000: Persons who suffered direct loss on the high seas, and whose claims with interest amount to about \$1,500,000, are first to be reimbursed. In reference to the claimants who paid war-insurance rates the Committee says:

The claimants who paid war-insurance premiums were compelled to pay them because cruisers were on the sea, and the Committee are of opinion that in order to obtain credit in the purchase of foreign goods they were required to procure such increased insurance, or, if exporting, they had to pay such increased insurance on account of the war risks; and that these claimants are actual losers to the amount of the premiums paid by them, less such amount as they may have received from dividends or otherwise. The amount of judgments recoverable on the claims of this class will not exceed the sum of \$3,000,000, leaving still a residue of \$4,000,000.

The Committee favor the distribution of the residue, amounting to \$4,000,000 among the insurance companies that have put in their claims holding that this disposition of the money is more just than the covering of it into the Treasury of the United States or returning it to Great Britain.

THE WASHINGTON MEDAL.—The history of this valuable relic is as follows: "It was given to Washington by vote of the Continental Congress on March 27, 1776, and at his death it passed by purchase to his nephew, George Steptoe Washington of Hazewood, Jefferson County, Va., for \$500. At his death it became the property of his eldest son, Dr. Samuel Washington, and at his death, in 1831, it was purchased by his widow, Mrs. Louisa Washington from who it descended by gift to her only son, George Lafayette Washington, who died in 1871, and bequeathed it to his widow, Mrs. Ann Bull Washington. During the war the owner lived near Harper's Ferry, and to secure it from danger it remained buried in the ground for some time. A few months ago a correspondence was begun, which resulted in the purchase of the medal for \$5,000 by fifty wealthy and patriotic citizens, for the city of Boston, who have deposited it with the President of the Board of Trustees of the Public Library.

IMPORTANT DECISION.—In the case of Julius Witting in the United States District Court, Boston, Judge Lowell decided that clubs who sell liquors to their members must pay the special tax required of dealers. The evidence went to show that the clubs bought lager beer at wholesale and the members of the club, and no others, were permitted to take beer at the rooms of the club, upon giving 'as many checks as they received glasses of beer.' The Court held that the revenue law must be construed literally to prevent evasions, and that any course of selling, though to a restricted class of persons and without a view of profit, is within the meaning; and renders the association dealers within the statute and must pay the tax.

In the British House of Commons on the 23d inst., Mr. Waite gave notice that he would shortly ask Mr. Bourke, Under Secretary, whether it is true that the United States, after paying all the Alabama Claims has a surplus of some ten millions of dollars for which it is unable to find legitimate claimants.

THE COTTAGE HEARTH.—The April No. of this interesting monthly is received, and, as usual, is full of good articles. Published by Miliken & Spencer, 247 Washington street, Boston, at the low price of \$1.50 per annum. Single copies 15 cents.

The famous Mrs. Cunningham-Burdell now Mrs. Williams, the defendant in the murder case, which, tried in New York twenty years ago, attracted attention in all quarters, is now (says a California reporter) a resident of San Francisco, and in appearance a pleasant matronly woman, showing no trace of the terrible ordeal through which she passed on her trial for life. After her acquittal she went to San Francisco in the same ship with Starr King, and shortly after arriving there married a man named Hyde, from whom she was divorced in 1867, subsequently marrying a Mr. Williams, with whom she now lives very happily. In the early years of her residence in California she bought a copper mine in Loreto, which she still owns. Her property is in Lower California, and is known as the Saucor ranch, comprising 40,320 acres, and having upon it two valuable copper mines. It is worth between one and two millions of dollars.

Congress will probably take a recess during the second week of May, as the Senators and Representatives, with the President and his Cabinet, have been invited to attend the formal opening of the Centennial Exposition on Wednesday, the 10th of May.

The Elmville Woollen Mills at Cranston, R. I., were destroyed by fire on the 18th inst., involving a loss of nearly \$200,000, on which there is insurance of \$172,000, in forty-nine companies.

The estimates of damage of the cotton and woollen mills at Angola, Pa., on the 17th inst., increase the loss to \$180,000 or \$200,000; insurance \$88,000. The mills gave employment to 500 persons.

The snow-fall at Omaha, Nebraska, on the 18th inst., was far greater than had been known in that region for many years. In many places the road-bed was from ten to twenty feet below the top of the snow and it required almost superhuman efforts to keep the roads open at all. Passenger trains from the West had been delayed.

A London dispatch of the 19th inst., says:—All the railroads converging at Aberdeen have been blocked with snow for the past thirty-four hours. Telegraphic communication in Scotland is almost totally interrupted.

A telegram from Naples of the 18th inst., reports that the long expected eruption of Vesuvius has commenced, the lava flowing towards Pompeii. A large column of vapor rises from the summit and reflects the fire beneath. Vast quantities of lava are thrown upward, and the sight is magnificent.

It is stated that President Grant has decided not to withdraw the nomination of Hon. Richard H. Dana, Jr., as Minister to England, but will support it and leave the responsibility of its confirmation or rejection upon the Senate. I is understood that Messrs. Boutwell and Dawes will defend Mr. Dana before the Foreign Committee of the Senate. Senator Conkling also heartily supports Mr. Dana.

The United States Supreme Court on the 20th inst., decided the long pending case of Myra Clark Gaines in her favor, by reversing the order of the Court below by which she was defeated. The case involves \$1,000,000 of property in New Orleans.

Extensive improvements are making on the Robeson Mills, Fall River. A new roller engine of 250 horse power has been purchased, ring frames for spinning the warp have been introduced, and the machinery of the mill has been insured about fifty per cent., so that the spindles now number 21,600 and looms 351.

Denny, Poor & Co., have purchased the Looke Print Works at Passaic, N. J., for one dollar above the mortgages, which aggregate \$710,000. The original cost of the works was \$300,000.

An extensive fire swept over a portion of Charleston, S. C., on the 20th inst., crossing Line street up Ring street road three quarters of a mile, chiefly small wooden buildings. Loss about \$200,000; insured \$85,000. There is much suffering among the poor people deprived of their homes.

A bill for the re-organization of the Massachusetts Militia is before the Legislature. It provides that the active militia of this Commonwealth shall hereafter be styled the National Guard of Massachusetts, and in time of peace shall comprise an aggregate not exceeding 4,500 men. It proposes a saving of nearly \$200,000.

New York brokers have been swindled of late by purchasing bogus silver Mexican dollars. The coins are made of a peculiar combination of metal, and are really worth about ten cents. It is supposed that they were made by the Lowery gang of Brooklyn counterfeiters for the purpose of swindling brokers. The men who sell them pretend to be Mexicans, and say they have just arrived from Mexico. One of the rascals has been arrested. He confesses that his gang have disposed of bogus coin in several of the large cities of the United States.

The Boston Advertiser says: The hard times have affected servantrism, and house servants are now willing to work for \$2 a week, who a year or two ago scorned any less remuneration than \$2.50 or \$3. Female cooks, who used to command \$5 or \$6 a week, can hardly get work at \$3 or \$3.50.

The Commissioners having in charge the erection of the new State Insane Asylum at Danvers estimate that the total cost of the building will be \$1,000,075.43. Furnishing and "finishing up" will probably carry the cost to nearly a million and a half, or about \$2,500 each for 600 patients.

The bill to confirm the marriage of James Parton and Ellen Willis Eldredge was ordered to a third reading in the Massachusetts House of Representatives by a vote of 89 to 87.

CREDIT AND CASH.—A grocer in the town of Santa Clara, Cal., has adopted an original method of business. Each side of the store is fitted up for business on its own account. In the general arrangement each side is a duplicate of the other, the difference being that one side is cash and the other credit. When a customer comes in, the first question asked is, "Do you wish to buy for cash or on account?" If it is a cash customer the goods and prices on the cash side are shown, but if it is one who wants credit, he is shown the other side, and made to realize the value of ready money.

BONANZAS IN OREGON.—Baker County, Oregon, appears to contain a nest of bonanzas, which, according to current reports are of immense value. Three specimens were recently assayed that gave indications of great wealth in the mines opened a short time since. A gold specimen taken from the Virtue mine assayed \$1,500 to the ton. The entire yield is reported to be very rich, and will average fully as good as the specimen. The best paying quartz is said to be taken from the Monumental mine on Granite Creek, which assayed \$1,403 to the ton. The specimen was from ruby-silver quartz, taken from the bottom of a shaft fifty feet deep. A third specimen was from the Heath district and also renders a large per cent. of pure metal. The great drawback to the thorough opening of these mines seems to be the lack of transportation facilities, of the coming of which the new telegraph line is believed to be the forerunner.

DEPRESSION IN THE SHIPPING BUSINESS.—As an illustration of the present depression in the shipping trade it is stated that masters of coasting vessels last week accepted 70 to 75 cents per ton to carry coal from New York to Boston. Within a few years past \$3 to \$3.25 per ton were paid for the same service. Vessels were also taken for the North side of Cuba and back at \$4 and \$4.50 per hoghead for the round, and in one instance the hitherto unprecedented rate of \$3.50 was accepted for cargoes of 600 hogheads.

Jones ate a half of one of Mrs. Clogger's mince pies just before going to bed the other night, and then began to wonder what it was made of. Before morning it resolved itself into a troupe of monstrous cats, two grandmothers and a railroad bridge forty feet high and of inconceivable length, himself on the middle of it, the sleepers four feet apart, and the cars coming.

Fashionable shoemakers say that boots have gone entirely out of fashion, and are now worn only by a set of old gentlemen who disregard both comfort and style in their preference for them.

A plate glass window in a store at Springfield was filled with fine cracks, and had to be taken down. Another was substituted, and shared the same fate. Investigation proved that the continuous slamming of an adjacent door did it.

"Remember," said a trading Quaker to his son, "in making thy way through the world, a spoonful of oil will go further than a quart of vinegar."

A young man in Hancock county, Ohio, under the inducement of an offer on the part of a Mr. Yoncker to give \$50 to any one who would assist him in procuring a wife, brought about a wedding between Yoncker and a blooming widow. Then the poor fellow had to bring a suit at law for his commission, and didn't get it after all.

It is related of Secretary Bristow that, while looking for a house last autumn, when he had found one that he liked he asked what the rent was. "Seven thousand dollars," answered the agent. Mr. Bristow thought for a moment, and then said: "I was wondering what I could possibly do with that other thousand," a cabinet minister's salary being only eight thousand dollars a year. The seven thousand dollar house was not rented.

Mr. Schenck, late Minister at the Court of St. James, arrived at New York on the 18th inst., in the steamer Abyssinia from Liverpool, and proceeded directly to Washington to give explanations relating to his connection with the Emma Mine operations.

Judge Morton in the Supreme Court Boston, has overruled the exceptions in the case of Piper, convicted of the Church belfrey murder, and he must suffer the penalty of his crime.

MARRIED.

In Rochester, 9th inst., Prof. Jason White, of Fairhaven, to Mrs. E. Bartlett Crapo, of Rochester.

In Richmond, Me., 13th inst., Mr. Waldo A. Sutherland, of this city, formerly of Richmond, to Miss Helen M. Royal, of Richmond.

DIED.

In this city, 19th inst., Margaret Allen, 70; Johanna Stuckart, 19 years and 6 months; Jonathan Parker, 59 years, 6 months and 21 days; 25th, Sylvia C., wife of Rev. George W. Stearns, M. D., 60 years and 4 months; James Taylor, Sr., 83 years and 11 months; Waterford R., son of Susan M. and the late Elanath Hathaway, 30 years and 6 months; 21st, Robert J., son of James and Jane Mitchell, 4 years and 6 days; Elizabeth E., wife of the late Capt. Richard Delano, 78 years, 1 month and 4 days; Eliza J., wife of Benjamin F. Burdick, 30 years and 11 months; 23d, Annie Atigan, 34; Hattie May, daughter of Edward J. and Ann M. Thomas, 1 year and 2 days; 26th, at the Mariners' Home, Jacob G. Kirtle, mate of the Hen and Chickens Lightship, 43.

In Acushnet, 19th inst., Chloe, widow of the late George Drew, 79; 23d, Rosanna Taber.

In Taunton, 8th inst., Isaac Ewer, of Barnstable.

In Taunton, 22d inst., Eben W. Allen, Esq., 60 years, 7 months and 18 days; 23d, Dr. Nathaniel Ruggie, 81.

PURE TEAS—IN SEALED PACKAGES, Direct from China and Japan. DELIVERED AT YOUR OWN DOOR, fresh from the GARDENS of their GROWTH. Imported direct by THE WELLS TEA COMPANY, 201 Fulton Street, N. Y.

THE difficulty of getting pure Teas of really fine quality in the United States has induced THE WELLS TEA COMPANY to ship their Teas in sealed packages direct from the gardens in which they are grown, and as a further guarantee of their being delivered in their genuine state, they entrust the sale of them only to reliable Agents—the name of the nearest Agent to you is printed at the foot of this advertisement—so that the Teas pass through none but responsible hands, and will be delivered at your own door as fresh as when they left the gardens of China and Japan; the price also is printed on each package, so that no error can occur.

Everybody buys Tea. Everybody wishes to buy it at first hands—the best quality at the lowest prices. Everybody desires—when they and a Tea suitable to their tastes—to be certain of getting the same article always. You can have all these advantages by buying of THE WELLS TEA COMPANY. Because they import their own Teas, and sell them at wholesale prices—with the six or eight intermediate profits usually charged. Because the quality is better at the price than is sold by any other house. Because their long experience in China and Japan enables them to make better selections than ordinary Dealers—and to import them with greater advantages. Because they absolutely guarantee the quality of all their goods—and keep them to one invariable standard, so that you can always rely on them. Because they do business for cash only—and therefore make no extra profit from good customers to cover losses by bad debts. Because their Agents are responsible and reliable men—who deliver Teas precisely as received from the Company. Because having once tried these Teas, you will not need to go elsewhere hereafter.

WANTED.—A Druggist, or other first-class merchant, in every town and city in the United States, to whom will be given the SOLE AGENCY for that locality. Address for terms and full particulars THE WELLS TEA COMPANY, P. O. Box 4500, 201 FULTON STREET, N. Y. mch28-76-5t

SPECIAL NOTICE. NEW BEDFORD RAILROAD. On and after MONDAY, MARCH 28th, 1876, the INWARD passenger trains, after landing passengers at the Pearl street station, will be run to Commercial Wharf, to accommodate those who wish to be landed in that section of the city.

OUTWARD passenger trains will leave Commercial Wharf at 7.15, 7.45, 10.05 A. M., 3.25, and 4.55 P. M. On INWARD trains, all baggage will be left at the Pearl street station, unless the passenger owning the baggage requests the Conductor to have it sent to Commercial Wharf.

WARREN LADD, Sup't. New Bedford, March 18th, 1876.

\$5 to \$20 per day at home. Samples \$1 free. STINSON & CO., Portland, Maine. 1y mch7-76

WANTED. We will give energetic men and women Business that will Pay from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. Particulars free, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address J. LATHAM & CO., 419 Washington St., Boston, Mass. P. O. Box 2, 154. 115-3m

\$12 a day at home. Agents wanted. Outfit and terms free. TRUE & CO., Augusta, Maine. 1y mch7-76

WE HAVE OPENED

WITH A NEW AND ELEGANT STOCK OF SPRING CLOTHING.

SUITABLE FOR MEN, YOUTHS, AND BOYS, AT THE VERY LOWEST MARKET PRICES.

A T CHARLES FISHER'S POPULAR Clothing House, 64 PURCHASE STREET, NEW BEDFORD, MASS. [OPPOSITE CITY CLOCK.]

CHARLES R. SHERMAN, DEALER IN NAUTICAL, MATHEMATICAL, AND OPTICAL INSTRUMENTS, Charts, Nautical Books, Patent Logs, Stationery, &c., No. 49 North Water Street, NEW BEDFORD.

SEXTANTS, QUADRANTS, SPY-GLASSES COMPASSES, &c., repaired in a workmanlike manner, and on reasonable terms. All orders thankfully received and promptly executed. 1y oct20-74

Atlantic Mutual INSURANCE COMPANY.

NEW YORK, January 24th, 1876. The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875, \$5,540,021.68
Premiums on Policies not marked off 1st January, 1875, 2,455,372.67
Total amount of Marine Premiums, \$7,995,394.35
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.
Premiums marked off from 1st January, 1875, to 31st December, 1875, \$6,123,134.68
Losses paid during same period, 2,712,028.50
Returns of Premiums and Expenses, 1,217,477.26
The Company has the following ASSETS, viz.:
United States and State of New York Stock, City, Bank and other Stocks, \$10,314,940.00
Loans secured by Stocks, and otherwise, 2,544,200.00
Real Estate and Bonds and Mortgages, 207,000.00
Interest, and sundry notes and claims due the Company, estimated at, 454,037.92
Premium Notes and Bills Receivable, 2,076,300.40
Cash in Bank, 363,402.40
Total amount of assets, \$16,019,940.82
Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.
A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board, J. H. CHAPMAN Secretary.

TRUSTEES:
John D. Jones, William H. Webb,
Charles Dennis, Gordon W. Burnham,
W. H. H. Moore, Frederick Chauncey,
Henry Cort, Charles P. Burdett,
Lewis Curtis, Francis Skiddy,
Charles H. Russell, Robert B. Minton,
Lowell Holbrook, Robert L. Stuart,
Royal Phelps, James G. DeForest,
David Lane, Alexander V. Blake,
James Bryce, Charles D. Leverich,
Daniel S. Miller, Charles H. Marshall,
William Sturgis, Adolph Lemoyne,
John Elliott, George W. Lane,
William E. Dodge, Adam T. Sackett,
Josiah O. Low, Thomas F. Youngs,
C. A. Hand, Horace Gray,
James Low, Winthrop G. Ray,
John D. Hewlett, Samuel Hutchinson,
Edmund W. Corlis.

JOHN D. JONES, President.
CHARLES DENNIS, Vice-President
W. H. H. MOORE, 2d Vice-President
feb17-76

Fog Horns.



THE attention of Owners and Masters of Sailing Vessels is called to the Circular of the Secretary of the Treasury, No. 110 dated December 5th, 1874, in regard to the use of

FOG HORNS.
[Extract of an "Act to provide for the better security of Life on board of Sailing Vessels," Section 47.] And every such sailing vessel that shall be navigated without complying with the provision of this section, shall forfeit and pay a sum not exceeding Two Hundred Dollars, one-half to go to the informer; and for which sum the vessel so navigated shall be liable, and may be seized and proceeded against by way of libel, in any District Court of the United States having jurisdiction of the offense.
The Horns designated as meeting the requirements of the law may be found at

CHARLES R. SHERMAN'S 49 North Water Street, New Bedford, Or at the office of the NATIONAL ALARM COMPANY, 54 Devonshire Street, Boston, (Room 17.) PRICE \$8.

All orders will receive prompt attention. 1y apl13-76

I. H. BARTLETT & SONS, (Established in 1819.) PURCHASERS OF Oils, Whalebone, Candles, &c. ON COMMISSION.

NEW BEDFORD, MASS. IVORY H. BARTLETT, IVORY H. BARTLETT & SONS, GEO. F. BARTLETT.

WHALING GUNS. The subscriber flatters himself that his BOMB LANCE for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same. The Lances are for sale by the following Agents, and at the manufactory, by J. A. BRAND. Norwich, Ct., Feb. 29th, 1876. AGENTS.
Edward P. Haskell, New Bedford, Mass.
Heman Smith, 20, Provincetown, Mass.
Heman Smith, 20, Provincetown, Mass.
Crocker, Wood & Co., New York City.
Williams & Barns, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
J. A. BARKER, Russell, Bay of Islands, New Zealand. feb29-76.

Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING APRIL 4, 1876.

NO. 7.

The Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING
BY EREN. P. RAYMOND,
4 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, (\$3.00 when paid STRICTLY IN ADVANCE. Single copies 8 cents.

No paper will be discontinued until all arrearages are paid, except at the option of the publisher.

Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.

A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.

A. W. PERCE & CO., Honolulu, Sand- rich Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whale-bone brought by each vessel.

	Oil.	Bis.	Wh.	Bone.
JANUARY.				
By Railroad, N. B.	40,230			
7 Jos. Nickerson, N. Y.	101			
11 Nile, N. L.	385			5,500
do, on freight,	372			
25 Colon, N. Y.	136			
25 Gem, "	81			
FEBRUARY.				
2 Humber, Boston,	70			
14 "Azor,"	1,214			
21 "City of Dallas, N. Y.	150			

LIST OF WHALERS IN PORT.

Ship	Owner	Arrived	Departed
Daniel Webster.	Mark A. Houghton.	Alaska, Pacific, May 31.	
"Bartholomew Gosnell.	"Cicero.	Cleone, Stanton, Pacific, April.	
"Cleone, Stanton, Pacific, April.	"E. Conning.	Ohio, Ellis, Atlantic, May 1.	
"Progress.	"Sea Ranger.	Sunbeam, Gifford, Atlantic, May 1.	
"Eliza Adams, Ellis, Atlantic, April 5.	"Tropic Bird, Atlantic, April.	Schr. Abbie Bradford.	Petrel.
Schr. Cohannet.	"Ellen Rodman.		

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from.

	Oil.	Bis.	Wh.	Bone.
Arnold.	500	125		
do, on freight,	410	20		
California.	1,100	40		
Commodore Morris.	80	500		
Coral.	375	900		
Desdemona.	1,150	30		
E. H. Adams.	1,600	17,000		
Europa.	10	30		
Golden City.	10	30		
Helena Mar.	30	1,500		
do, on freight,	100	300		
Janet.	150	150		
Marcella.	1,050			
Mary Frazier.	200	600		
Matapolo.	160	175		
Mercury.	420	500		
Merlin.	530			
Osprey.	230	230		
Sarah.	230	230		
Seine.	325	225		
Stafford.	1,300			
Triton.	1,300			
Union.	1,425			
Wave.				
MARION.				
Admiral Blake.	80	20		
DAERMOUTH.				
Cape Horn Pigeon.	30	500		
WESTPORT.				
Andrew Hicks.	400			
Mermaid.	1,425			

MERCHANTS TO ARRIVE

Ship	Owner	Arrived	Departed
Governor Morton.	from San Francisco.	Feb 21.	
Bark Ceylon.	from San Francisco.	December 23.	
Bark R. W. Wood.	from St. Helena, Feb 1.		

J. E. BLAKE & CO., Druggists and Apothecaries.

With care and attention to business and (as we trust,) with the reputation of honest and fair dealings secured by a long business experience, we hope to merit and receive a fair share of public confidence and patronage.

Our stock, which we intend shall be the largest and most complete in this section, comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their prescriptions prepared only by Competent and Careful Persons, and in all things shall be our constant aim to gain the confidence and esteem of our patrons.

MR. ISRAEL H. SHURTLEFF remains with us, and will be pleased to see all his old friends and hosts of new ones at the old stand.

J. E. BLAKE & CO., 94 North Second Street, cor. Middle.

CORDAGE.

THE NEW BEDFORD CORDAGE COMPANY, N. Y. are now preparing for a short notice

GANGS OF RIGGING.

Of all sizes, and of the best manufacture. At MANILA AND HEMP WHOLE LINE Made from pure Manila and Russia Hemp

All orders sent to L. A. PLUMMER, Treasurer, Rutch's Square, New Bedford, Mass. will be promptly attended to.

THE WEEKLY SUN.

1776. NEW YORK. 1876.

Eighteen hundred and seventy-six is the Centennial year. It is also the year in which wharfed the House of Representatives, the first since the war, will be in power at Washington; and the year of the twenty-third election of a President of the United States. All of these events are sure to be of great interest and importance, especially the two latter; and all of them and everything connected with them will be fully and freshly reported and expounded in the Sun.

The exposition House of Representatives, taking up the line of inquiry opened years ago by the Sun, will sternly and diligently investigate the corruption and misdeeds of Grant's administration; and will, it is to be hoped, lay the foundation for a new and better period in our national history. Of all this the Sun will contain complete and accurate accounts, furnishing its readers with early and trustworthy information upon these absorbing topics.

The twenty-third Presidential election, with the preparations for it, will be memorable as deciding upon Grant's aspirations for a third term in our daily plunder, and still more as deciding who shall be the candidate of the party of Reform, and as electing that candidate. Concerning all these subjects, those who read the Sun will have the constant means of being thoroughly well informed.

THE WEEKLY SUN which has attained a circulation of over eighty thousand copies already has its readers in every State and Territory, and trusts that the year 1876 will see their numbers doubled. It will continue to be a thorough newspaper. All the general news of the day will be found in it, condensed when unimportant, at full length when of importance, and always, we trust, treated in a clear, interesting and instructive manner.

It is our aim to make the Weekly Sun the best family newspaper in the world, and we shall continue to give in its columns a large amount of miscellaneous reading, such as stories, tales, poems, scientific intelligence, agricultural information, for which we are not able to make room in our daily edition. Its educational department especially is one of its prominent features. The fashions are also regularly reported in its columns; and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with fifty-six broad columns is only \$1.20 a year, postage prepaid. As this price barely repays the cost of the paper, no discount can be made from this rate to clubs, agents, printers, or anyone.

THE DAILY SUN, a large four-page newspaper of twenty-eight columns, gives the news for two cents a copy. Subscription postage prepaid for one month, \$6.50 a year. SUNDAY edition extra, \$1.10 per year. We have no travel agents.

Address, "THE SUN" New York City

Scribner's Monthly for 1876

THE publishers invite attention to the following list of some of the attractive articles secured for Scribner's Monthly, for the coming year. In the field of fiction, besides numerous novelettes and shorter stories, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our hands,

"GABRIEL CONROY,"

By Bret Harte.

Begins in the November number, and will run for twelve months. This is Mr. Harte's first extended work. The scenes and characters, which the author has chosen from his favorite field, California, are painted with characteristic vividness and power; and the work is without doubt the most graphic record of early California life that has appeared.

We shall also begin in the January No.

"PHILIP NOLAN'S FRIENDS,"

By Edward Everett Hale.

The scene of this story is laid in the South-western territory, now forming the States of Louisiana and Texas, at the time of Aaron Burr's treason. The characters lived in a section which was now American, now French, and now Spanish, and this record of their adventurous lives makes a story of intense and unflagging interest throughout.

A SECOND "FARMER'S VACATION,"

By Col. George E. Waring, Jr.

Col. Waring is now in Europe, visiting, in a row-boat ride of two hundred and fifty miles, one of the most fertile and interesting of the vine-growing valleys of Europe. The second series of papers promises to be even more interesting than that with which our readers are already familiar.

CENTENNIAL LETTERS,

Edited by John Vance Cheney.

A rare collection of Revolutionary Letters, mainly from stores in the hands of the descendants of Col. Joseph Ward. They are full of interest, and will be read with a rare relish by those who mark with interest the Centennial Celebration of the year.

BRILLIANTLY ILLUSTRATED

ARTICLES ON

AMERICAN COLLEGES.

Written respectively by their friends, will appear during the year. The revived interest in college life makes these papers especially timely, and will secure for them unusual attention.

OLD NEW YORK.

Elegantly illustrated articles on Old New York, by John P. Mines, will appear at once, and will attract the attention of all, in city or country, who mark with interest the development of the great metropolis, and affectionately remember the quaint peculiarities of its olden time.

Every number is profusely illustrated, thus enabling us to give to our descriptive and narrative articles, an interest and permanent value never attained in a non-illustrated periodical. Under its accustomed management the magazine will in the future be devoted, as it has been in the past, to sound literature and Christian progress.

THE EDITORIAL DEPARTMENTS

occupy over twenty pages of each number and contains Dr. Holland's vigorous and timely editorials, as well as Reviews of the latest works in Art, Literature and Science.

TERMS:

\$4 a Year, in advance; 35 cents a No.

The 10 volumes complete, Nov. 1870, to Oct. 1875, bound in maroon cloth, \$24.00. In half morocco, \$30.00.

Volumes begin in November and May. Any of the earlier volumes (I to VIII) will be supplied separately to parties who wish them to complete sets at this rate, 4 c. cloth, \$2.00; half morocco, \$3.00.

Booksellers and Postmasters will be supplied at rates that will enable them to fill any of the above orders.

Subscribers will please remit in P. O. Money Orders, or in Bank Checks or Drafts, to Registered Letters. Money in letters not registered, at sender's risk.

SCRIBNER & CO.,

743 Broadway, New York.

THE RIVAL BEAUX.

As the sun was sinking in the West, I donned my bran new coat and vest; For I went to court on a Thursday night The girl I loved with all my might.

There was another chap that loved her too, And he called himself "Sweet Sallie's" beau; But I said to myself, she'll love me best When she sees my bran new coat and vest.

There was one advantage he had, you see, He sported a finer moustache than me; But the bother with him he was poorly dressed While I had charming coat and vest.

Dear Sallie looked so sweet that night, She was clad in a robe of purest white, While around her waist was a scarf of blue, An emblem of her nature, true.

She met me with a pleasant smile— Not a transient one; for it staid awhile; And lit up her features, soft and fair, And seemed to glid her light brown hair.

We talked for hours, then silent sat, She toyed her ring— I stroked the cat; 'Twas an awkward pause and we both felt bad; Yet a few short words would have made us glad.

At last I asked to look at her ring— Dear me, how my head began to swim; But I'd made up my mind, if it gave me a fright, To ask her to have me on that very night.

I'd like to give you a better ring I said. (Was that the flutter of Cupid's wing, That seemed so very close to my ear; And made me feel so dreadful queer.)

A ring that will speak of my love for you, And I looked in her eyes so mild and blue, But she drooped her lashes, and a blush o'erspread

Her lovely face; but what she said, I'll not tell you, for it matters not, Suffice it to say, I blessed my lot, And three months later the papers said That Sallie and I were safely wed.

I don't know what my rival thought, When he heard his girl was fairly caught; But what I said must be confessed, I'd won the prize with my coat and vest.

HULDY'S YOUNG MAN.

"So! I see Huldy Blare's young man as I came up the lane," said Miss Mallet, "a-leaning in at her keeping-room winder as cosy as you please! An unkinning smart-looking chap. Eh, Cyrus?"

"Do tell!" spoke up sister Jane. "Is Huldy Blare thinking about a beau at her time of life? Rather late in the day."

"Never to late to mend," said Cyrus, facetiously.

Now Cyrus had been sweet upon Huldy all his days; but latterly there had arisen a coolness between them. Huldy wanted him to study law, while he had set his heart upon filling the pulpit at Rowley, and settling down soberly with Huldy at the parsonage. There had been a quarrel, and Huldy had gone away on a visit, to be followed on her return by the aforesaid young man. Nobody knew whether she had jilted Cyrus or whether he had changed his mind; only Jane suspected, and Miss Mallet thought she heard words one night, when she went to see Huldy, before raising the knocker. Miss Mallet always made it a rule to stand on the doorstep for a few minutes before knocking, in order to collect herself, and what ever ungarded words might float outward from her neighbors' lips.

"Yes, Huldy's no chicken," pursued Miss Mallet. "Lemme see; her folks was married forty-nine years come Thanksgiving time, and Huldy's young. She'll never see thirty-five again. Her young man must be considerable younger."

"Younger!" cried Jane. "Dear me! I did think Huldy had more dignity. I'd like to see a boy proposing to me."

"Hoity-toity! I dare say you would, Jane Allan," laughed a visitor. "There ain't nothing in the Scriptures agin it. Eh, Cyrus?"

"Against a boy proposing to Jane?" "Cyrus! how can you be so frivolous? You, a clergyman! Dear me, what can Huldy be thinking of?"

"Her young man, I reckon, don't you, Cyrus?"

"I don't reckon on anything where a woman's concerned!" he said with some bitterness.

"Dear me, Cyrus Allan, how come you to let this popinjay cut you out—that I'd like to know? Here you was right handy and knowed Huldy ever since she was that high. I allus thought you'd make a match of it, you two. She's jest the cut out for a minister's wife, to sing psalms and lead in prayer at class meeting, and to carry broth and flannel to the poor."

"Huldy? Why, Miss Mallet," cried Jane, "I've heard her say she wouldn't marry a minister if there wasn't another man in creation—having everybody in the parish bringing tithes of mint and cumlin, as she calls it."

"Praps she wan't asked."

"Like as not," said Jane, "sour grapes. But it does beat everything, her taking up with this boy."

"Oh, he's got as good a moustache as Cyrus has; he's old enough to go alone."

"To know better!"

"Wa! it ain't such a terrible thing no way. Deacon Conicle's younger'n his wife, and they was allus peaceable together. Nobody knowed about it if they didn't go peeking into the family Bible!"

"I ne's a delusion," said Cyrus.

"When people reach maturity, a few years on either side don't signify." Cyrus was a trifle the junior of Huldy himself. "Shakespeare was younger than Ann Hathaway, and Dr. Johnson—"

"Law!" interrupted Miss Mallet, "did you know his wife was down with the measles?" taking for granted that he spoke of the village doctor, and thankful she hadn't forgotten to tell the news.

"Oh, Cyrus means the Dr. Johnson that wrote the dictionaries and things," corrected Jane.

"Law! I don't know nothing about him. I never see his wife, neither."

"Well," continued Jane, with Huldy still heavy on her mind, "I'm willing folks should marry their grandmothers if they want to; but I must say I'm disappointed in Huldy."

"And I shouldn't wonder if Cyrus was too! He's got his calling—"

"I guess he won't need to be calling around to Huldy's now, she seems to be already under conviction."

And to Cyrus's jaundiced eyes she did indeed appear content and happy, as he watched her strolling among the beds of arksur and love-lies-bleeding, with "her young man;" and when presently she plucked a carnation for his button-hole, and leaned on his arm as if it belonged to her, the heart of Cyrus stood still, and he didn't feel in the least like practicing what he was about to preach. Neither could he help acknowledging, as they stood together in the paling light, that the young man had a taking way with him, and that Huldy herself looked his peer, with her sparkling color and pretty coquetties—that there would always be something girlish about her were she ninety odd.

It was almost twilight when Huldy closed the garden gate between herself and her young man, who bent and kissed her hand as she withdrew. She was still lingering there, while the stars blossomed overhead, when Cyrus himself passed by, hesitated, and returned to the gate.

"A fine evening," he said. "I suppose it's too late for congratulations, Huldy?" She gave a start and shook all the dew from the syringa bush at her elbow.

"Better late than never," she returned, in a minute. "Congratulations are always welcome, you know."

"I don't know anything about it. I was never congratulated."

"Oh, but you will be; I shall congratulate you on your first sermon!"

"Pardon; I did not mean to speak of myself; and then I doubt if you ever hear a sermon of mine."

"Oh!" (sharply) "are you going for a missionary?" If Cyrus could have seen the face that grew pale and convulsed at the fear, he would have felt appeased; but the darkness hid it.

"No; only you will not be here to profit by my pastoral instructions. Well, Huldy, don't suppose that I begrudge you your happiness."

"I'm sure you needn't."

"I'd rather you had it than I, since it has been shown that we couldn't both share it together."

"Thank you. I dare say you'll find your own share yet."

"I don't look for any. There are plenty in the world who get on without it, I suppose. Good night, Huldy."

"Good night. But—Cyrus—"

"Did you speak?" turning back.

"No, no," (hastily). "Here comes Miss Mallet. Good night."

"You don't say that your young man leaves so early as this?" queried that personage; "just on the edge of the evening too. My stars! when I was young things was different. But, law! girls want's to men to snap at a husband as now-a-days! Men was thicker'n flies in July, and now they skeer as good sense."

"Won't you come in and make it up to me?" asked Huldy, laughing.

"Wa! I don't care if I do. S'pose he won't be back. He's a likely looking chap enough, but Jane and Cyrus don't think you'd oughter be marrying such a young fellow. They're terribly disappointed in you, but I tell 'em it won't matter a hundred years hence."

"Did Cyrus say so?" asked Huldy.

"Him and Jane had a good deal to say. I don't rightly remember the whole on't. Folks will talk spicy, you know, when others are in luck. I s'pose you'll be thinking about wedding-cake after long?" Miss Mallet always baked the wedding-cake for the people of Rowley. I thought I'd speak early, as I'd allus baked for the family, and I knowed you wouldn't want a new hand a-mixing it. And there's the bride-cake. You might order the butter and eggs and fruits all together, or praps I could do it as I go home, and save you the trouble. Scales & Weight keep open till nine, mostly, and I could get a good bake on to it early in the morning."

"You needn't be in such a hurry, Miss Mallet," laughed Huldy. "I'll let you know when I'm going to be married in good season to have the cake done through. So they think I oughtn't to marry such a young man, do they?" the thorn rangling.

"Law! I wouldn't let that hinder if I was you, Huldy." If anything should persuade Huldy from the match, it was plain there would be no cake to bake.

"Let them laugh as wins. The Allans, to be sure, turned up their noses as high as mine, and don't think you've got any dignity to spare, and Miss Higgins she laughed as though she'd die when I pointed him out to her. 'That's Huldy's young man!' says she. 'Do tell! has she took that child to bring up for better or worse?' But law! If you're satisfied, and the cake gets a good bake, there ain't nobody hurt."

Next day when Huldy dropped into Mr. Inche's store for some trifle, he seized the opportunity to tell her that he had just received some choice silks, which he could offer her at a bargain. "Real bridal colors, Miss Blare," And Miss Pucker, the dress-maker, refused several customers in order to be in readiness to make Huldy's wedding gowns.

But the world wasn't made in a day, and Huldy and the young man seemed in no hurry. The neighborhood indeed, had hardly grown familiar with their goings and comings, when a young lady appeared to vary the scene. It was nothing new for Huldy Locke to visit her aunt, but every one decided that this particular visit was ill-timed. And when Huldy's young man and Huldy's young niece were met walking in lonely paths together, or rowing on the twilight river, side by side, Mrs. Grundy could no longer contain herself, but must speak her mind, convulsed as she was with jealous misgivings on Huldy's account. Why had she been such a fool as to ask Huldy Locke down till the thing was settled beyond a peradventure?

"Why didn't she let me bake the cake, and have done with it?" sighed Miss Mallet. It's a justice upon her for trifling with her luck in this way. It ought to be a warning to others."

"It's what she might have expected of such a chit of a boy, said Jane Allan, 'she oughtn't to have put temptations in his way. Children always take to sweet things.'

"For the matter of that," said Cyrus, "Huldy's only ten years older than her niece, and much the prettier."

"Speak for yourself, Cyrus," snapped Jane.

"Every eye makes its own beauty. I thought you had more spirit than to stand up for her. She is only getting her com-uppance. Ten years is no laughing matter, and I'm afraid Huldy'll laugh the other side of her mouth!"

But Huldy appeared confident of her own charms, and oblivious to danger, though little Huldy was sometimes seen at the station taking leave of the young man.

"Huldy's either too good for 'arth or vainer'n a peacock," Miss Mallet assured the public, "for she lets little Huldy harness up Old Daisy and gallivant off to meet Mr. What's-his-name at the train when he's expected down; and if it ain't little Huldy's picture he keeps in his watch, I'll never believe my eyes again. I think you ought to call over and console the afflicted, Cyrus," said she, after Cyrus had been called to the parish of Rowley. "She's one of your flock, and likely to remain so. Praps you might show her how 'twas all for the best, eh."

But Cyrus did not undertake that pastoral duty; he wrestled daily with himself instead because his heart rejoiced in spite of him at the possible inconstancy of Huldy's young man. Surely it was not meet that a minister of the Gospel should entertain such weakness, but ministers, as well as people are unsubstantiated flesh and blood as yet. Not that Cyrus in the least believed the current gossip; in the first place, the man who had once loved Huldy could never think of another, and secondly, it was too good to be true.

"Wa! the cake's in the oven, sure's you live, Jane Allan," said Miss Mallet, coming in one morning, later, in a flutter of excitement. "My word for it, I'd give it clean up; thinks I, that's dough to the end of time!"

"What cake are you talking about?" asked Jane; but Cyrus, who was meditating a sermon in the adjoining room, knew by instinct, and his heart began to throb in great plunges, as if it moved out of its place at every pulse.

"Why, Huldy's wedding cake, to be sure!"

"All's well that ends well. I wish her joy."

"You may wish me joy when that batch is well out of the oven, neither too hard baked, or with a quagmire in the middle of it. I ought to be beating eggs for the bride cake this minute, but I

J. & W. R. WING & CO.,

Have removed to their new Brick Building.

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF FINE AND STAPLE WOOLLENS, WORSTEDS, OVERCOATINGS, &c., FOREIGN AND AMERICAN MANUFACTURE, which we are prepared to make to order into Garments as ordered by customers.



READY MADE CLOTHING, Men's White and Fine Shirts, Underclothes and Drawers, HATS AND CAPS, TRUNKS AND TRAVELING BAGS, AND A LARGE AND EXTENSIVE STOCK OF GENTS' FURNISHING GOODS.

AND A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS, PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING, WILLIAM R. WING,

JOHN WING, HIRSH W. WENTWORTH.



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A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted. New Styles just ready. Send for Catalogue and Price Lists. Examine our new method of lighting the music for evening performance. Constant improvement our policy. Styles specially adapted for Parlors, Churches, Lodges, Music Halls and Conservatories. Address the Manufacturers.

E. P. NEEDHAM & SON, Nos. 143, 145 & 147 East 23d St., New York.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET, NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle men's, furnishings of every description, also a complete assortment of Cloths, Cassimeres, and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality, to all of which our seafaring friends and the public are invited to inspect. Garments of all kinds made to order in the best style, and warranted to set at short notice. Having thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN.

FREDERICK R. BRIGHTMAN.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, M

—DEALER IN—

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of the BEST QUALITY Custom and Ready Made CLOTHING! GENTS' FURNISHING GOODS, Fine and Fancy Shirts, Drawers, Suits and Drawers, Hats, Caps, and Collars, etc., etc.



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS

Cardinal invitations extended to my SEA-FARING FRIENDS to call and examine before purchasing elsewhere

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE. Men's Youth's and Boys' Clothing IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS, CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you; call and examine, all of which will be sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

DOANE & C.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & Co. having dissolved and given up their corner store

SIMEON DOANE

Will continue in the same business as heretofore at

NO. 55 UNION STREET

here he will be happy to see all old friends and host of new ones "Who go down to the 'tin ship'" and will endeavor to give satisfaction in all business transactions, and will keep constantly on hand a full assortment of

READY-MADE CLOTHING AND FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.

The business hereafter will be conducted under the style of DOANE & Co.

F. S. Anyone in search of STEPHEN BURDICK, will find him at the above establishment.

SIMEON DOANE.

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MOSES C. SWIFT,



No. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our seafaring friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city customers buy the goods.

J. C. MERRILL & Co.,

SHIPPING AND COMMISSION MERCHANTS

204 & 206 California Street,

SAN FRANCISCO, CAL.

Particular attention paid to the sale of Merchandise, purchasing and shipment of California and Oregon Produce, chartering of vessels effecting insurance, &c. Liberal advances made on consignments. REFERENCES TO—

William J. Rotch, Leander A. Plummer, James D. Thompson, William H. Matthews, Weston Howland, George Barney, Edward Merrill, S. Griffiths Morgan.

sep28/76-11

PANAMA—U. S. C.,

GEORGE F. WILSON, JOHN BRAKEMEIER

WILSON & BRAKEMEIER,

PURVEYORS TO THE AMERICAN AND ENGLISH NAVIES, SHIPPING AND COMMISSION MERCHANTS.

ALL BUSINESS connected with WHALERS carefully attended to.

Exchange bought and sold.

REFERENCES.

Messrs. I. H. Bartlett & Sons, N. Bedford, Loan Snow, Jr., William Lewis. oct5/76 1y

HOBERT TOWN—(Tasmania.)

ROBERT R. REX,

Ship Chandler and Whaling Agent.

Whalemen's Stores of all kinds furnished at lowest prices.

Letters for American Whalers forwarded to me, will be delivered as addressed. 1y

H. B. McKAY,

SHIPPING & COMMISSION MERCHANT,

IMPORTER OF AMERICAN PRODUCE,

SANTA CRUZ, TENERIFFE,

CANARY ISLANDS.

SOLICITS consignments of vessels, also of cargoes for transhipment to the United States.

N. B. The attention of Merchants and Captains engaged in the whaling business is called to this port as being favorable for refitting their ships and forwarding Oil to the United States, it being a good harbor, a free port, and freightage procurable at low rates. A vessel will be dispatched for New York in December or January of each year.

REFERENCE—Messrs. Yates & Porterfield, 115 Wall Street, New York, to whom apply for further information. Jan19/76 1y

THE TAUNTON COPPER CO.

OFFER FOR SALE

Yellow Metal and Copper Sheathing,

BOLTS, SPIKES, NAILS, &c.,

Old Metal taken in exchange for new

John P. Knowles, 2d, Agent.

Corner Commercial and Front Sts.

NEW BEDFORD, MASS.

apr2-72

SOUTHWARD POTTER, 2D.

ACCOUNTANT,

No. 104 Union Street, (Up Stairs).

NEW BEDFORD, MASS.

Mr. Potter attends particularly to the settlement of Whaling Voyages, and making up Disbursement Accounts. Any account entrusted to him, will be faithfully attended to. 1y

NEW BEDFORD RAILROAD.



Boston Taunton, Providence, and Martha's Vineyard.

On and after Monday September 6th, 1875, trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway at 7.30, 10.35 A. M., and 3.40 P. M. Return 8.00, 11.10 A. M., and 4.35 P. M.

Via Old Colony Railroad, 8 A. M. Return, 3.30 P. M.

Providence, at 7.30, 10.35 A. M., 3.40, and 5.20 P. M. Return, 8.00, 10.55 A. M., 4.40, and 7.40 P. M.

Taunton, at 7.30, 8.00, 10.25 A. M., 3.40, and 5.20 P. M. Return, 9.00 A. M., 12.10, 5.45, 7.20, and from Dean Street station, 4.20 P. M.

Myricks, at 7.30, 8.00, 10.35 A. M., 3.40 and 5.20 P. M. Return, 6.45, 9.20 A. M., 12.25, 4.40 and 6.00 P. M.

Howland's, at 8.00 A. M., and 3.40 P. M. Return, 9.25 A. M., and 6.05 P. M.

East Freeport, at 7.00 A. M., and 3.40 P. M. Return, 9.30 A. M., and 6.10 P. M.

Brady's, at 8.00 A. M., and 3.40 P. M. Return, 9.35 A. M., and 6.15 P. M.

Achusnet, at 7.30, 10.25 A. M., and 3.40 P. M. Return, 9.45 A. M., and 6.25 P. M.

Worcester via Mansfield and South Framingham, at 3.40 P. M.

Lowell, at 3.40 P. M.

Fitchburg, at 3.40 P. M.

Fall River, at 7.30, 10.25 A. M., 3.40 and 5.20 P. M. Return, 11.15 A. M., and 3.35 P. M.

Newport, at 8.00 A. M., and 3.40 P. M. Return, at 3.55 P. M.

New York via Fall River and Stonington, at 5.20 P. M. Return, at 6.00 P. M.

New York via Shore Line, at 7.30, 10.25 A. M., and 5.20 P. M. Sundays 8.45 P. M. Return, 8.00 A. M., 1.00 and 10.00 P. M. Sundays, 10.00 P. M.

LEAVE TAUNTON, FOR

Boston, at 6.25, 8.00, 11.10 A. M., and 4.30 P. M. Return, 7.30, and 11.10 A. M., 2.00, 4.00 and 5.30 P. M.

Providence, at 6.25, 8.10, 11.10 A. M., and 1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15, 10.50 A. M., 2.00, 4.40 and 6.20, and 7.40 P. M.

Passengers for Taunton and New Bedford from way stations between Boston and Mansfield, will take the trains which leave Boston at 7.30, 10.30 A. M., and 4.00 P. M. to Mansfield.

Passengers for way stations between Mansfield and Boston, in the morning will take the 4.00 A. M. train from New Bedford, and the 6.32 A. M. train from Taunton.

*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater, at 7.20 A. M., and 2.40 P. M.

Mattapoisett, at 7.20 A. M., 2.40 and 4.40 P. M.

Marion, at 7.20 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.20 A. M., 2.40 and 4.40 P. M.

Cape Cod, at 7.20 A. M., and 4.40 P. M.

Nantucket, at 7.20 A. M.

Plymouth, at 7.20 A. M., and 2.40 P. M.

LEAVE BOSTON, via Old Colony Railway at 8 A. M., and 4.00 P. M.

LEAVE SANDWICH at 7.30 A. M., 2.58 P. M.

LEAVE HYANNIS, at 6.45, A. M., 2.05 P. M.

LEAVE TREMONT, at 10.10 A. M., 3.55 and 5.40 P. M.

LEAVE MARION, at 10.22 A. M., 4.10 and 5.59 P. M.

LEAVE MATTAPoisETT, at 10.34 A. M., 4.25 and 6.11 P. M.

Passengers from Way Stations on Old Colony Railway will take the 3.35 P. M. train from Boston.

sep3, 1875. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a partnership for the purpose of carrying on the Express business under the name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office No. 142 Union Street, daily, (Sundays excepted) for Boston, Providence, Taunton and way stations at 6.45 and 7.15 A. M. Mid-day Express from office 9.45, Depot at 10.15 A. M. Afternoon Express, from office 3.10 and Depot at 3.40 P. M.

This Express so long and favorably known to the public, now offers superior facilities to all persons wishing to transact business in the principal cities and towns in the United States and Canada.

Specie, Bank Notes, and other valuables, safely transported, and Notes, Drafts, Bills, Coupons, &c., promptly collected. Goods of all descriptions forwarded with despatch. This Express connects with steamer Monohasset for Wood's Hole, (Falmouth), Holmes Hole and Edgartown, (Martha's Vineyard).

H. & Co., have the exclusive agency for the sale of Tickets via New York and Erie, New York Central and Pennsylvania Central Railroads, and their connections to all points South and West. Tickets for sale and information freely given at our office.

OFFICES:—In Boston, 34 Court Square, and No. 9 Milk Street, opposite the Old South Church. Providence, 34 Dorrance Street. Taunton, 2 Bank Exchange. New Bedford, 142 Union Street.

A. D. HATCH, GEO. C. HATCH, CALVIN RAYMOND, JR.

New Bedford, May 20, 1870.

DAYENPORT, MASON & Co's NEW YORK EXPRESS.

Daily, via Fall River, Providence and Stonington, connecting with ALL THE EXPRESS COMPANIES in New York, North, South and West, California and Sandwich Islands, having competent Messengers who accompany each Express, our customers may rely upon orders being promptly answered and all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Passage Tickets to and from Europe for sale at this office.

CALIFORNIA TICKETS, by steamers leaving New York on the 6th and 21st of each month furnished as usual, and all information in regard to the route given without charge.

DAYENPORT, MASON & Co

New Bedford, Sept. 3d 1867.

TTER & CO.'S

New Bedford and New York

DAILY EXPRES

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and New York daily as per advertised time of that line.

A competent messenger will accompany each boat, and all orders will be promptly and faithfully executed.

OFFICES:—In New York, at 105 Wall Street, No. 348 Canal Street, corner of Church and Pier 39 East River; New Bedford, at No. 19 Commercial Wharf.

Order book can be found at Lawton's Drug Store, corner of Purchase and Union streets.

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

The undersigned beg to give notice to owner of agents and masters of whaling vessels, that they have succeeded in getting the tonnage dues removed from whaling vessels visiting this port or the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31½ gallons, in lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed.

The expenses attendant on shipment of oil at this port are as follows:

A Package duty of twenty-four cents per barrel. Harbor dues, 25; Secretary's fee, 25; and a Harbor Police fee, as follows:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4. This fee, however, is not incurred unless the vessel remains over 24 hours.

They still continue as hitherto, to supply Stores and negotiate Drafts on the same favorable terms as well as receive and ship home oil at the rate of One Dollar and Twenty Cents per barrel, deliverable at New York or Boston free of all other charges except insurance, which will be effected on the most favorable terms when required. Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any persons offering themselves as Pilots, as there are none licensed by the Government, and none needed, there being no obstruction whatever in the Bay.

On coming to anchor masters are also informed that the middle part of Carlie Bay, from North to a Southerly direction, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazzaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well past the Buoy to the seaward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.

There is now direct communication with the place by mail, which leaves New York about the 22d of every month, and arrives here on the 6th of the following month. All letters so forwarded to our care will be safely received, and delivered to the addressee. Masters of vessels calling on the Harbor and not wishing to anchor may obtain their letters by coming on shore in a boat, after having been first boarded by the Health Officer and will only incur the expense of that Officer's fee—\$1.

New Bedford papers ways on file for inspection.

W. P. LEACOCK & CO. nov28/76

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to whaling masters visiting this port in procuring supplies.

Prompt attention paid to all orders, and every description of articles required constantly on hand. Liberal advances made on consignments. Storage offered, and drafts taken at current rates.

WHALEMEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT

APRIL 4, 1876.

VESSELS NAME.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.
NEW BEDFORD.	Baker.	Joseph & William R Wing.	November, 26, 74.	Atlantic Ocean.	November 24, 75, sailed from St Michaels.
Abm Barker, bark.	Thacker.	Joseph & William R Wing.	October, 26, 74.	Pacific Ocean.	November 20, 75, at Brava.
Abbie Bradford, schr.	Russell.	William Lewis.	April, 20, 75.	Atlantic Ocean.	Arrived September 14, 75, 650 whale.
Abbot Lawrence, brig.	Richmont.	Ivory H Bartlett & Sons.	March, 27, 75.	North Pacific Ocean.	October 27, 75, sailed from St Michaels.
Acors & Gibbs, bark.	Snell.	Jonathan Bourne, Jr.	August, 8, 75.	Atlantic Ocean.	December 11, 75, sailed from San Francisco.
A Houghton, bark.	Shannon.	Jonathan Bourne, Jr.	In port.	In port.	January 1, 76, at sea, lat 33 35 S, lon 66 59 W.
Alaska, bark.	Bouldry.	James B Wood & Co.	In port.	In port.	Arrived October 11, 75, 1,200 sperm 400 whale.
Arnold, bark.	Brown.	Joseph & William R Wing.	January, 2, 72.	North Pacific Ocean.	November 18, 75, at Bay of Islands.
Atala, bark.	Bourne.	John P Knowles, 2d.	July, 16, 74.	Indian Ocean.	January 30, 76, at Tahiti.
Bar Gosnold, bark.	Craw.	Charles R Tucker & Co.	In port.	In port.	August 25, 75, at Ternate.
Callao, bark.	Ludlow.	Swift & Allen.	November, 30, 75.	Indian Ocean.	Arrived March 30, 76, 800 sperm 300 whale.
Campana, bark.	Chase.	Charles R Tucker & Co.	December, 6, 75.	North Pacific Ocean.	January 22, 76, at sea, lat 1 S, lon 24 W.
California, bark.	Shannon.	Charles R Tucker & Co.	December, 7, 75.	North Pacific Ocean.	December 16, 75, sailed from San Francisco.
Canton, bark.	Anthony.	John R Richardson.	December, 8, 74.	Atlantic Ocean.	January 7, 76, sailed from Bay of Islands.
Catalpa, bark.	Tinkham.	Joseph & William R Wing.	April, 20, 75.	Atlantic Ocean.	September 21, 75, sailed from Albany, N. H.
Charles W Morgan, bk.	John P Knowles, 2d.	John P Knowles, 2d.	April, 23, 75.	Atlantic Ocean.	November 24, 75, sailed from Tenerife.
Cleora, bark.	Swift & Allen.	John P Knowles, 2d.	In port.	In port.	No date, at sea, no lat & lon.
Cleora, bark.	John P Knowles, 2d.	John P Knowles, 2d.	July, 16, 74.	Atlantic Ocean.	Arrived December 6, 75, 100 sperm 300 whale.
Com. Morris, bark.	Homan.	Swift & Allen.	August, 4, 74.	North Pacific Ocean.	January 8, 76, at sea, lat 33 29 S, lon 50 27 W.
Cornelius Howland.	Marvin.	Taber, Gordon & Co.	December, 4, 72.	Pacific Ocean.	March 16, 76, at Honolulu.
Coral, bark.	Marvin.	Taber, Gordon & Co.	December, 4, 72.	Pacific Ocean.	January 5, 76, at Mangonui.
Daniel Webster.	Davidson.	William O Brownell.	In port.	In port.	Arrived May 2, 76, 85 sperm 300 whale.
Desdemona, bark.	Peaks.	Jonathan Bourne, Jr.	July, 3, 75.	Atlantic Ocean.	February 4, 76, sailed from St Helena.
Draco, bark.	Swift & Perry.	Jonathan Bourne, Jr.	In port.	In port.	November 13, 75, at Brava.
E. Cornelia, bark.	Dimond.	Jonathan Bourne, Jr.	May, 28, 74.	Pacific Ocean.	Arrived September 4, 75, 470 sperm.
Eliza Adams.	Hamblin.	Taber, Gordon & Co.	June, 10, 75.	Pacific Ocean.	November 30, 75, sailed from Bay of Islands.
Emma C Jones.	Johnson.	William Lewis.	June, 1, 75.	Pacific Ocean.	January 31, 76, at Port William.
E H Adams, brig.	McKenzie.	Charles Tucker.	October, 1, 74.	Atlantic Ocean.	February 16, 76, at sea, no lat & lon.
Europa, bark.	Herenden.	Charles Knowles & Co.	October, 26, 75.	North Pacific Ocean.	October 9, 75, sailed from St Michaels.
Gazelle, bark.	Mosher.	Swift & Allen.	October, 26, 75.	North Pacific Ocean.	November 22, 75, sailed from Honolulu.
General Scott, bark.	Cannon.	John P Richardson.	July, 7, 75.	Indian Ocean.	November 11, 75, at San Francisco.
George & Susan, bark.	Heyer.	George & Matthew Howland.	September, 17, 74.	Atlantic Ocean.	October 21, 75, at Brava.
Golden City, schr.	Clay.	Henry Clay.	December, 3, 75.	Atlantic Ocean.	January 21, 76, sailed from St Helena.
Grayhound, bark.	Allen.	Abbott P Smith.	November, 30, 75.	Indian Ocean.	December 2, 75, at Tenerife.
Hadley, bark.	Cleveland.	William Lewis.	October, 29, 74.	Atlantic Ocean.	January 22, 76, at sea, lat 20 N, lon 1 W.
Helen Mary, bark.	Koon.	Swift & Allen.	September, 26, 71.	North Pacific Ocean.	October 4, 75, sailed from Tenerife.
Hesperus, bark.	Sherman.	Swift & Perry.	October, 19, 75.	Indian Ocean.	November 20, 75, sailed from San Francisco.
Hope On, bark.	Hott.	Jonathan Bourne, Jr.	November, 24, 75.	Atlantic Ocean.	November 5, 75, at Port Praya.
Hunter, bark.	Fraser.	Ivory H Bartlett & Sons.	September, 20, 75.	Pacific Ocean.	March 1, 76, sailed from San Francisco.
Illinois, bark.	Keenan.	Gideon Allen & Son.	January, 3, 72.	North Pacific Ocean.	March 16, 76, at Honolulu.
James Allen, bark.	James Arnold.	Taber, Gordon & Co.	June, 3, 74.	Pacific Ocean.	December 24, 75, at sea, no lat & lon.
James Barker, bark.	Gifford.	William Lewis.	April, 14, 75.	Atlantic Ocean.	January 1, 76, on Cornell Ground.
Janet, bark.	Gifford.	Swift & Perry.	July, 20, 75.	Atlantic Ocean.	November 10, 75, sailed from Tenerife.
Java, bark.	Colson.	George & Matthew Howland.	October, 3, 72.	North Pacific Ocean.	November 11, 75, at San Francisco.
Java, 2d, bark.	Fisher.	Swift & Perry.	September, 27, 75.	Indian Ocean.	December 10, 75, sailed from Honolulu.
Jeha, bark.	Dean.	Thomas Knowles & Co.	June, 1, 75.	Pacific Ocean.	October 13, 75, at sea, no lat & lon.
John C. Barker, bark.	Backebeck.	Joseph & William R Wing.	November, 26, 75.	North Pacific Ocean.	October 9, 75, at St Vincent.
John Dawson, bark.	Cole.	William O Brownell.	May, 24, 75.	Pacific Ocean.	November 2, 75, at Brava.
John Howland, bark.	Hanchester.	Swift & Perry.	August, 24, 75.	North Pacific Ocean.	November 4, 75, sailed from St Michaels.
John P West, bark.	Josephine.	Howland.	July, 19, 75.	Indian Ocean.	December 25, 75, at sea, lat 37 52 S, lon 52 18 W.
Kathleen, bark.	Church.	Joseph & William R Wing.	July, 19, 75.	Indian Ocean.	January 20, 76, at sea, no lat & lon.
Latitia, bark.	Dowden.	William Lewis.	July, 19, 75.	Pacific Ocean.	November 5, 75, sailed from Fayal.
Lagoda, bark.	Wilson.	William Lewis.	July, 19, 75.	Pacific Ocean.	January 18, 76, off Chatham Islands.
Lancaster, bark.	Millard.	Swift & Allen.	August, 11, 74.	Pacific Ocean.	November 6, 75, at Tenerife.
Louisa, bark.	Pravo.	Baylies & Cannon.	June, 16, 74.	Pacific Ocean.	November 24, 75, sailed from Honolulu.
Lydia, bark.	Sturges.	Charles R Tucker & Co.	November, 11, 73.	Indian Ocean.	November 25, 75, at St Michaels.
Marcella, bark.	Kelley.	Ivory H Bartlett & Sons.	March, 9, 76.	North Pacific Ocean.	January 10, 76, at Mahe.
Mars, bark.	Allen.	Gifford & Cummings.	November, 7, 71.	Pacific Ocean.	March 9, 76, sailed from San Francisco.
Mary Frazier, bark.	Handy.	Thomas Knowles & Co.	August, 11, 74.	Pacific Ocean.	January 7, 76, at sea, no lat & lon.
Mary & Susan, bark.	Chase.	Abbott P Smith.	October, 14, 74.	Atlantic Ocean.	November 11, 75, at Norfolk Island.
Matagolgoat, bark.	Gifford.	William Phillips & Son.	May, 13, 75.	Pacific Ocean.	December 27, 75, sailed from Tahiti.
Mercury, bark.	Thomas.	William Phillips & Son.	October, 26, 75.	Atlantic Ocean.	February 21, 76, at St Helena.
Merita, bark.	Fisher.	Joseph & William R Wing.	October, 26, 75.	Atlantic Ocean.	November 20, 75, at San Francisco.
Midus, bark.	Lewis.	Taber, Gordon & Co.	October, 8, 73.	Pacific Ocean.	Prey March 25, 76, sailed from Pernambuco.
Millon, bark.	Mitchell.	Joseph & William R Wing.	November, 13, 73.	Pacific Ocean.	November 26, 75, at Brava.
Montana, bark.	Turner.	Jonathan Bourne, Jr.	July, 19, 75.	Indian Ocean.	January 8, 76, off Norfolk Island.
Napoleon, bark.	Lake.	Gideon Allen & Son.	August, 26, 74.	Pacific Ocean.	January 19, 76, touched at Juan Fernandez.
Niger, bark.	Hallett.	Taber, Gordon & Co.	October, 17, 74.	Pacific Ocean.	December 8, 75, sailed from San Francisco.
Norman, bark.	Campbell.	Loum Suow, Jr.	October, 10, 71.	Pacific Ocean.	November 6, 75, sailed from Honolulu.
Northern Light, bark.	Smith.	Jonathan Bourne, Jr.	October, 10, 71.	Pacific Ocean.	January 7, 76, at sea, lat 33 35 S, lon 66 59 W.
Ocean, bark.	Holmes.	Ivory H Bartlett & Sons.	July, 21, 74.	Atlantic Ocean.	December 19, 75, at St Nicholas.
Ohio, bark.	Smith.	Loum Suow, Jr.	October, 17, 74.	Pacific Ocean.	January 11, 76, at Mahe.
Ohio, 2d, bark.	Osborn.	Matthew Howland.	June, 20, 75.	Pacific Ocean.	Arrived September 7, 75, 85 sperm.
Onward, bark.	Osborn.	Gifford & Cummings.	July, 20, 75.	Pacific Ocean.	January 20, 76, at sea, no lat & lon.
Osprey, bark.	Crapo.	Swift & Allen.	November, 10, 74.	Atlantic Ocean.	March 16, 76, at Honolulu.
Pacific, bark.	Borden.	Swift & Perry.	October, 1, 73.	Atlantic Ocean.	December 25, 75, at St Michaels.
Palma, bark.	Bales.	Charles R Tucker & Co.	November, 24, 75.	Atlantic Ocean.	January 1, 76, at sea, lat 33 35 S, lon 66 59 W.
Pera, bark.	Ears.	John McCullough.	April, 15, 75.	Atlantic Ocean.	December 19, 75, at St Nicholas.
Petrel, bark.	Downs.	Thomas Knowles & Co.	July, 7, 74.	Indian Ocean.	January 11, 76, at Mahe.
Petrel, schooner.	Phillips.	Gideon Allen & Son.	April, 10, 75.	Atlantic Ocean.	Arrived September 7, 75, 85 sperm.
Pioneer, bark.	Howland.	Charles R Tucker & Co.	October, 28, 75.	Indian Ocean.	January 20, 76, at sea, no lat & lon.
President, bark.	Davis.	Jonathan Bourne, Jr.	November, 17, 75.	Atlantic Ocean.	December 14, 75, at sea, lat 11 N, lon 26 W.
President, 2d, bark.	Robinson.	Charles R Tucker & Co.	April, 29, 75.	Atlantic Ocean.	No date, at sea, no lat & lon.
Progress, bark.	Cogan.	William O Brownell.	In port.	In port.	Decem'er 24, 75, no lat & lon.
Rainbow, bark.	Cogan.	Ivory H Bartlett & Sons.	January, 21, 75.	North Pacific Ocean.	Arrived May 16, 75, 14 sperm 900 whale.
Rousseau, bark.	Foster.	George & Matthew Howland.	July, 14, 75.	Atlantic Ocean.	January 25, 76, sailed from Honolulu.
Sappho, bark.	Foster.	John P Knowles, 2d.	August, 5, 73.	Atlantic Ocean.	October 17, 75, at sea, lat 33 35 S, lon 66 59 W.
Sarah, bark.	Slocum.	Gideon Allen & Son.	April, 27, 75.	Atlantic Ocean.	December 7, 75, at sea, lat 31 05, lon 45 44.
Sarah B. Hark, bark.	Barnes.	Jonathan Bourne, Jr.	October, 2, 75.	Pacific Ocean.	January 7, 76, at sea, no lat & lon.
Sea Breeze, bark.	Hamblen.	Ivory H Bartlett & Sons.	In port.	In port.	February 7, 76, at sea, no lat & lon.
Sea Fox, bark.	White.	John P Knowles, 2d.	July, 20, 75.	Atlantic Ocean.	Arrived September 27, 75, 820 sperm.
Sea Ranger, bark.	Knowles.	George & Matthew Howland.	June, 4, 72.	North Pacific Ocean.	November 7, 75, at Tenerife.
Sette, bark.	King.	Joseph & William R Wing.	June, 30, 73.	Atlantic Ocean.	December 18, 75, off Cape St. Lucas.
St George, bark.	Tripp.	Jonathan Bourne, Jr.	June, 30, 73.	Atlantic Ocean.	November 11, 75, at San Francisco.
Stamboat, bark.	Tripp.	Charles H Gifford.	May, 12, 75.	Atlantic Ocean.	September 15, 75, off San Francisco.
Spartan, bark.	Tripp.	Joseph & William R Wing.	In port.	In port.	October 18, 75, sailed from Fayal.
Swallow, bark.	Moulton.	Thomas Knowles & Co.	August, 6, 73.	Atlantic Ocean.	Arrived December 11, 75, 560 sperm.
Tamerlane, bark.	Owen.	Ivory H Bartlett & Sons.	October, 22, 75.	North Pacific Ocean.	January 31, 76, off Solanders.
Three Brothers, bark.	Heppingstone.	Joseph & William R Wing.	January, 8, 72.	North Pacific Ocean.	February 1, 76, touched at Juan Fernandez.
Tropic Bird, bark.	White.	William Lewis.	In port.	In port.	December 22, 75, sailed from Honolulu, hme
Union, schooner.	Gifford.	Philip H Hark.	November, 13, 74.	Pacific Ocean.	February 22, 76, at St Helena.
Vigilant, bark.	Briggs.	Thomas Knowles & Co.	May, 19, 74.	Pacific Ocean.	No date, at sea, no lat & lon.
Wave, bark.	Gifford.	William Phillips & Son.	July, 8, 75.	Indian Ocean.	October 27, 75, at Tenerife.
Young Phoenix.	Gifford.	William Phillips & Son.	July, 8, 75.	Indian Ocean.	January 20, 76, at sea, lat 42 S, lon 53 E.
FAIRHAVEN.	Eliza R. Loman, schr.	Tucker Damon, Jr.	In port.	In port.	Arrived November 16, 75, 14 sperm.
MARION.	Adm'l Blake, schr.	Andrew J Hadley.	In port.	In port.	Arrived September 17, 75, 90 sperm 6 whale.
William Wilson, schr.	Brady.	Andrew J Hadley.	March, 27, 76.	Atlantic Ocean.	Arr't of March 31, 76, 80 sperm 20 whale.
DARTMOUTH.	Cape H. H. Pigeon.	William Potter, 2d.	August, 8, 72.	Pacific Ocean.	February 7, 76, at Talcahuano.
Madras Sear, bark.	Childs.	William Potter, 2d.	July, 22, 73.	Pacific Ocean.	January 31, 76, off Solanders.
WESPORE.	Hickland.	Andrew Hicks.	July, 23, 72.	Atlantic Ocean.	December 8, 75, at sea, no lat & lon.
Merna A. Hark, bark.	Hicks.	Andrew Hicks.	August, 28, 73.	Indian Ocean.	February 22, 76, at St Helena.
Sea Queen, bark.	Allen.	Andrew Hicks.	October, 25, 75.	Atlantic Ocean.	No date, at sea, no lat & lon.
EDGARTOWN.	Clarke, bark.	Samuel Osborn, Jr.	November, 3, 75.	Atlantic Ocean.	Feb 10, 76, at sea, lat 13 10, lon 45 50.3 whales
Ferry, bark.	Marchant.	Samuel Osborn, Jr.	August, 12, 74.	Atlantic Ocean.	January 10, 76, at Barbados.
PROVINCETOWN.	Atkins.	William A Atkins.	March, 25, 75.	Atlantic Ocean.	Arrived October 4, 75, 200 sperm.
Aloyone, schr.	Bell.	E & K Cook & Co.	January, 22, 76.	Atlantic Ocean.	Arrived September 15, 75, 230 sperm 100 whale
Antarctic, schr.	White.	Stephen Cook.	March, 24, 76.	Atlantic Ocean.	December 2, 75, at Ternate.
Arizona, schr.	Burch.	Central Wharf Co.	March, 24, 76.	Atlantic Ocean.	March 11, 76, sailed from Ferdinand.
B. Sparks, schr.	Leach.	David Conwell.	January, 24, 76.	Atlantic Ocean.	Arrived September 15, 75, 230 sperm 100 whale
Carrie W Clark, schr.	Conwell.	William A Atkins.	January, 24, 76.	Atlantic Ocean.	December 2, 75, at Ternate.
Charles Thompson, schr.	Atkins.	Asaph Atkins.	January, 24, 76.	Atlantic Ocean.	March 11, 76, sailed from Ferdinand.
D. Sparks, schr.	Kirkcormell.	E & K Cook & Co.	January, 22, 76.	Atlantic Ocean.	Arrived September 15, 75, 230 sperm 100 whale
Edward Lee, schr.	Dunham.	Stephen Cook.	January, 24, 76.	Atlantic Ocean.	December 2, 75, at Ternate.
E H Hatfield, schr.	Dyer.	William A Atkins.	January, 24, 76.	Atlantic Ocean.	March 11, 76, sailed from Ferdinand.
Ellen Fitzpatrick, schr.	Rich.	E & K Cook & Co.	February, 21, 76.	Atlantic Ocean.	Arrived September 15, 75, 230 sperm 100 whale
George H. Hark, schr.	Loester.	E & K Cook & Co.	January, 8, 75.	Atlantic Ocean.	December 2, 75, at Ternate.
Gracie M Parker, schr.	Higgins.	E & K Cook & Co.	December, 18, 75.	Atlantic Ocean.	March 11, 76, sailed from Ferdinand.
H M Simmons, schr.	Taylor.	Thomas S Taylor.	February, 18, 76.	Atlantic Ocean.	Arrived September 15, 75, 230 sperm 100 whale
Lottie E Cook, schr.	Roberts.	William A Atkins.	March, 25, 75.	Atlantic Ocean.	December 2, 75, at Ternate.
M E Simmons, schr.	Francis.	John Medina.	July, 28, 74.	Atlantic Ocean.	March 11, 76, sailed from Ferdinand.
P. T. Knights, schr.	Soper.	Frederick Davis.	October, 12, 75.	Atlantic Ocean.	Arrived September 15, 75, 230 sperm 100 whale
Quickstep, schr.	Bell.	Heman Smith.	In port.	In port.	December 2, 75, at Ternate.
Quinn, schr.	Thompson.	Heman Smith.	June, 24, 75.	Atlantic Ocean.	March 11, 76, sailed from Ferdinand.
Wm. A. Grozier, schr.	Cook.	Heman Smith.	October, 11, 75.	Atlantic Ocean.	Arrived September 15, 75, 230 sperm 100 whale
NEW LONDON.	Sison.	Lawrence & Co.	June, 15, 75.	Desolation.	December 2, 75, at Ternate.
Charles Colgate, s.	Balley.	Haven, Williams & Co.	June, 27, 72.	Hurd's Island.	March 11, 76, sailed from Ferdinand.
Emma Jane, schr.	Aethern.	Haven, Williams & Co.	August, 6, 72.	Atlantic Ocean.	Arrived September 15, 75, 230 sperm 100 whale
Florence, schr.	Neal.	Lawrence & Co.	July, 7, 75.	Desolation.	December 2, 75, at Ternate.
Flying Fish, schr.	Glass.	Haven, Williams & Co.	June, 27, 75.	Atlantic Ocean.	March 11, 76, sailed from Ferdinand.
Franklin, schr.	Williams.	Lawrence & Co.	June, 30, 75.	Desolation.	Arrived September 15, 75, 230 sperm 100 whale
Golden West, schr.	Palmer.	Haven, Williams & Co.	June, 30, 75.	Cumberland Inlet.	December 2, 75, at Ternate.
Isabella, brig.	Palmer.	Haven, Williams & Co.	June, 30, 75.	Cumberland Inlet.	March 11, 76, sailed from Ferdinand.
L. P. Simmons, schr.	Rodgers.	Haven, Williams & Co.	June, 22, 74.	Desolation.	Arrived September 15, 75, 230 sperm 100 whale
Nile, schr.	Fuller.	Haven, Williams & Co.	June, 29, 75.	Desolation.	December 2, 75, at Ternate.
Roman, schr.	Fuller.	Haven, Williams & Co.	June, 29, 75.	Desolation.	March 11, 76, sailed from Ferdinand.
San Francisco.	Fuller.	Haven, Williams & Co.	June, 29, 75.	Desolation.	Arrived September 15, 75, 230 sperm 100 whale
Clara Bell, brig.	Gifford.	Henry Shuber.	December, 23, 74.	Pacific Ocean.	December 2, 75, at Ternate.
Florence, bark.	Gifford.	Henry Shuber.	December, 23, 74.	Pacific Ocean.	March 11, 76, sailed from Ferdinand.

Atlantic Mutual Insurance Company.

NEW YORK, January 24th, 1876.

The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs for the 31st December, 1875:

Premiums received on Marine Risks from 1st January, 1875, to 31st December, 1875, \$5,840,081.88

Premiums on Policies not marked off 1st January, 1875, 2,453,372.87

Total amount of Marine Premiums, \$8,293,454.75

No Policies have been issued upon Life Risks; not upon Fire Risks; not upon Marine Risks.

Premiums marked off from 1st January, 1875, to 31st December, 1875, \$6,123,134.68

Losses paid during same period, 2,712,068.3

Amount of Premiums and Expenses, 1,217,477.20

The Company has the following ASSETS, viz.:

United States and State of New York Stock, City, Bank and other Stocks, \$10,314,940.00

Bonds secured by Stocks, and otherwise, 2,444,200.00

Real Estate and Bonds and Mortgages, 207,000.00

Interest and sundry notes and claims due the Company, 454,037.32

Premium Notes and Bills Receivable, 2,076,360.50

Cash in Bank, 363,402.40

Total amount of assets, \$16,019,940.82

Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN, Secretary.

TRUSTEES:

John D. Jones, William H. Webb,
Charles Dennis, Gordon W. Burnham,
W. H. Moore, Frederick Chacey,
Henry Curt, Charles P. Bordett,
Lewis Curt, Robert B. Minerva,
Charles H. Russell, Robert B. Minerva,
Lowell Holbrook, Robert L. Stuart,
Royal Phelps, James G. DeForest,
David Lane, Alexander V. Blake,
James Bryce, Charles D. Leverich,
Daniel S. Miller, Charles H. Marshall,
William Sturgis, Adolph Lemoine,
John Elliott, George W. Lane,
William E. Dodge, Adam T. Sackett,
Josiah O. Low, Thomas F. Youngs,
C. A. Hand, John C. Gray,
John D. Hewlett, Winthrop G. Ray,
Edmund W. Corlis, Samuel Hutchinsonson.

JOHN D. JONES, President.
CHARLES DENNIS, Vice-President.
W. H. MOORE, 3d Vice-President.

Fog Horns.

THE attention of Owners and Masters of Sailing Vessels is called to the Circular of the Secretary of the Treasury, No. 110, dated December 6th, 1874, in regard to the use of

FOG HORNS.

[Extract of an "Act to provide for the better security of Life on board of Sailing Vessels," Section 47.] And every such sailing vessel that shall be navigated without complying with the provisions of this section, shall forfeit and pay a sum not exceeding Two Hundred Dollars, one-half to go to the Informer; and for which sum the vessel and cargo shall be liable, and may be seized and proceeded against by way of libel, in any District Court of the United States having jurisdiction of the offence.

The Horns designated as meeting the requirements of the law may be found at

CHARLES R. SHERMAN'S,
49 North Water Street, New Bedford,
Or at the office of the

NATIONAL ALARM COMPANY,

54 Devonshire Street, Boston, (Room 17.)

PRICE \$6.

All orders will receive prompt attention.

H. A. POLHAMUS & SON,
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, & C.,
OFFICE, 140 FRONT STREET,
NEW YORK.

ESTABLISHED 1841.

PHINEAS WHITE, JR.,
—FURNISHES THE—
PENDULUM PUMP.

THIS PUMP is the most powerful, as well

The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, APRIL 4, 1876.

REMOVAL.

On and after this date, the office of the WHALEMEN'S SHIPPING LIST, is removed from No. 31 Hamilton to No. 4 South Second Street.
New Bedford, February 7th 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending April 3, 1876.

	Bls.	Sp.	Lbs.	Wh.	Bone.
New Bedford.	...	...	...	...	...
Ship Syren.	...	...	...	...	...
Bark Kate, Gosnell.	...	...	...	...	...
Marion.	...	...	...	...	...
Schr. Admiral Blake.	...	...	...	...	...
New York.	...	...	...	...	...
Steamer Colon.	...	...	...	...	...
Ship Young America.	...	...	...	...	...
Total.	...	...	...	...	...
Previously.	...	...	...	...	...
From Jan. 1, to date.	...	...	...	...	...
Same time last year.	...	...	...	...	...

Exports for the week ending April 3, 1876:

	sp.	wh.	bone.
Previously.	...	...	...
From Jan. 1 to date.	...	...	...
Same time last year.	...	...	...

NEW BEDFORD OIL MARKET.
For the week ending April 3.

Sperm.—Is in better demand, and we have to report sales for export of 1,000 bls. and 200 do. for manufacture on private terms.
Whale.—Is in good demand, with sales for manufacture of 200 bls. Northern, and 2,180 do. ex-Young America, at New York, for export, all on private terms.

FOREIGN OIL MARKET.—The circular of Messrs. Bowles, Game & Co., dated London March 16th, says:—Crude Sperm offers at £35 @ £36. Whale Oil remains at £30 @ £33. 1/2 tan as to quality. About 30 tons from Newfoundland have been sold at £32 1/2 @ 1/4 ton.

Whalebone.—Some sales in America are reported at higher prices, which has caused more inquiry here, but our market being bare of stock in first hands there are no sellers at reasonable rates.

IMPORTATIONS.

For ship Syren, at this port, 1st inst., from Honolulu, December 20th—91 bls. sperm oil from bark Napoleon, to Jonathan Bourne, Jr., New Bedford; 1,232 do. whale oil from bark James Allen, to Gideon Allen & Son, do.; 1,221 do. do. from ship Cornelius Howland, to Swift & Perry, do.; 817 do. do. and 3 do. sperm oil from bark Java, 2d., to Joshua C. Hitch, do.; 1,987 do. whale oil from bark Artie, of Honolulu, to Charles Brewer & Co., Boston; also, 635 do. do. to do. Total, 33 bls. sperm, 5,483 do. whale oil.
Per ship Young America, at New York 27th ult., from San Francisco—2,180 bls. whale oil, from bark Illinois, to I. H. Bartlett & Sons, New Bedford; 814 do. do. from ship St. George, to George & Matthew Howland, do.
Per steamer Colon, at New York, 27th ult., from San Francisco—69 bls. whale oil to order.

LETTERS.

A letter from the 1st officer of bark Atlantic, Brown, of this port, reports her at Tahiti, January 20th, having taken 30 bls. sperm oil since leaving Honolulu.

ALABAMA CLAIMS.—The Commissioners have rendered the following awards:—Edwin C. Murray, bark General Williams, of New London, \$1,007.81; Jose Lewis, same vessel, \$105; Henry Shuman, ship Levi Starbuck, of New Bedford, \$192; Hepse M. Tilton, administratrix, \$2,365.64; S. D. Tilton, bark Virginia, of New Bedford, \$418.19; Charles S. Downs, of Chilmark, bark Corvinton, of Warren, \$749; James H. Drew, bark Ocean Rover, \$329; Abraham Smith, bark Favorite, of Fairhaven, \$644, with interest from date of each respective loss.

The City Council on Thursday evening adopted the annual budget, amounting to \$424,000, of which \$23,583 was to cover last year's deficiencies. The current expenses last year were \$435,163. The funded debt is \$1,501,815; an increase from last year of \$263,308.

Mr. Caldwell, late first officer of bark Addison, of Boston, before reported lost at Fayal, writes: "The first night, February 22d, was moderate weather. The bark was lying with the port anchor down, weight 3,800 pounds, and chaff to match. At midnight the wind breezed up strong to the Southeast, with rain and thick weather; at 2 A. M. let go the starboard anchor and paid out 60 fathoms of the heavy chain and 30 of the starboard chain. She appeared to lie all right, but at 4 A. M. jumped once or twice and it is supposed the heavy chain parted. Soon found her dragging rapidly. She began to strike, when the masts went out away. When the masts went over the side the bark was thrown on her beam ends, and the breakers washed over high above her. Our bell was heard and our situation became known on shore, when lights were set upon the beach. When daylight came on a large number of persons were seen on shore—men, women and children. A line was connected with the shore by attaching one end to a plank which was thrown overboard and was taken in by the swell. All were soon landed by this means. The sea went down in the afternoon, when the seamen saved their personal property. The hull of the vessel was sold for \$700, and the inventory for as much more."

The following details of the loss of the emigrant ship Strathmore, from London for New Zealand, have been received: The Strathmore struck on the rocks, among the Crozet group of islands on the 1st of July, at half-past 4 o'clock in the morning, and was wrecked immediately. Forty-four persons were drowned. The survivors saved nothing whatever and subsisted upon the rocks for six months on sea birds and their eggs. They were much emaciated and almost naked when rescued, and five had died from exposure and want. The captain of the American whaler Young Phoenix, of New Bedford, who rescued them, supplied them with clothing and treated them with great kindness.

Correspondent of the Shipping List.

FAYAL, March 1st, 1876.—Arrived at this port February 27th, bark Ohio, 2d. Smith, New Bedford, having taken no oil the last cruise. She reports the loss of a boat with 2d officer, Mr. Frank E. Gifford, and 5 men. She put in to get an officer and men, and remains at anchor. [A letter from the 2d officer, states that the boat's crew was lost at Central Bay, on the Coast of Africa, where she had gone to look for whales, in company with the 4th officer. A gale of wind coming on, the 4th officer returned to the vessel. As the 2d mate did not return, a small fishing schooner was hired next morning to look for him. The boat was found bottom up near a reef, and it must have capsized in the breakers. No traces of the men were seen. Mr. Gifford belonged in Dartmouth, was about 26 years of age, and unmarried.] Bark Kate Williams, from Boston, arrived on the 21st, and left for St. Michaels on the 26th, and will leave Fayal for Boston on or about March 17th.

The French frigate Iris, put in for provisions on the 25th, and left same day for Brest. The British barkentine Swiftsure, of Salcombe, 32 days from Philadelphia for Liverpool, put in here on the 25th ult., with loss of bulwarks, sparker boom and gaff, side lights, binnacle, wheel of rudder and other slight damages. She will repair and sail in about 15 days.

From accounts received from the Island of Graciosa, it is learned that the German brig Fortuna, was run ashore on that island in a leaky condition. She was from Lagos, Africa, bound to Liverpool. Crew saved. Very little of the vessel and cargo of palm oil was saved. The captain died three days after the wreck, with dyspepsy.

BLACK HILLS.—A letter from Cheyenne to the New York Times says the gold seekers en route to the Black Hills are terribly swindled at every step. The railroads to Cheyenne swindle them by unfilled promises. They have to ride in filthy cars, are swindled by merchants when purchasing goods, and on the road from Cheyenne to the Black Hills (250 miles), they are obliged to ride on the top of luggage and freight, have to pay awful prices for freight transportation, and are charged one dollar for every poor meal they may have to buy between Cheyenne and the Hills. If they are unfortunate enough not to have taken food enough for their trip. Great pains are taken by certain newspapers in that region to keep up the deception by fraudulent stories of "great strikes" in the mines, but not one of the miners has been seen who has made more than his expenses.

CENTENNIAL NOTES.—Mr. George H. Corliss of Providence, has sent to Philadelphia for the Centennial Exhibition sixty car-loads of machinery, each car weighing 22,676 pounds, making a total of 1,360,588 pounds. The freight bills have amounted to \$5,442.53.

The steamship Leipzig brought 572 packages of goods from Bremen for the Centennial.

The Fall River manufacturers will spend \$2,500 in making an exhibition of printing cloths, sheetings, shirtings and calicoes, woollens, iron, thread, machinery, &c.

President Hawley is consulting at Washington as to the policy of issuing dead-head tickets. If such are sent to all newspaper people, Congressmen, State officials, and others of smaller degree, the price to the public will have to be 50 cents a ticket, but by not having any dead-head tickets, the price can be put at 25 cents.

The Emperor of Brazil left Rio de Janeiro on the 25th ult., on the Hevelius, the regular mail steamer of the Rio, New York and Liverpool Line. The company placed the finest of its steamers at the disposal of Dom Pedro, 11, but he refused it, and is coming to New York as a private passenger, accompanied by his wife, Dona Theresa. The Hevelius is due in New York on the 20th of April, and the Emperor and his suite expect to spend about three months in this country, including an excursion to California, and will then proceed to Europe and the Holy Land. During the passage out of the harbor of Rio the Hevelius ran into another vessel, causing some anxiety, but no damage was done.

The yellow fever is making great ravages in Rio de Janeiro. In fifteen days ending on the 24th ult., the deaths were 536.

MAILS FOR BERMUDA, VIA NEW YORK.

According to information received from the Government of Bermuda, the following are the dates appointed for the colonial packets to sail from New York for Bermuda during the months of April, May and June next: Thursday, 6th, 13th, 20th and 27th April; Thursday, 4th, 11th, 18th and 25th May; Thursday, 1st, 8th, 15th, 22d and 29th June. All correspondence for Bermuda intended to be sent by this route must be specially directed "via New York," and must be posted so as to reach New York in time for the departure of the colonial packets.

Among the River and Harbor Appropriations reported by the House Commerce Committee in Congress, are the following:—\$10,000 each for New Bedford harbor, Fall River and Salem, and \$5,000 each for Taunton river, Provincetown and Plymouth.

Rogers, the receiving teller of the Fulton Bank, Brooklyn, N. Y., who defrauded that institution out of \$50,000 and absconded, has been arrested in Tennessee.

George Miles alias White, has been convicted at Montpelier, Vt., of the robbery of the Barre Bank. He was also an accomplice in the robbery of the Bowdoinham Bank, and is one of most daring and dangerous villains known in the annals of crime. Sentenced to 14 years in the State Prison.

The book-keeper of the Marine Bank in New York, is a defaulter to the amount of \$40,000, and has escaped West, leaving his bondsmen to make good his account with the Bank.

The Spring freshet on the 25th ult., was attended with immense destruction of property in Western Massachusetts, Rhode Island and Connecticut. Several lives were lost in the latter State, mills, bridges and dams swept away, and railway travel greatly interrupted. In the vicinity of Worcester the damage is estimated at millions. The Worcester reservoir, which had given alarming evidence of its weak condition finally gave away about 6 P. M. on the 30th ult., despite the great efforts made to prevent the threatened catastrophe. The waters swept everything in their path, destroying an immense amount of property. Mills and manufactories, bridges and dams were swiftly enveloped in ruin; and among the heavy losers will be the Boston and Albany Railway corporation. A large portion of the track has been washed away, and a considerable delay will probably be experienced in transacting the regular business of the road. The flood was so long in getting ready for its work of destruction that the people were prepared for it, consequently we do not hear of any loss of life, nor any of those harrowing scenes attendant upon the Mill River disaster, where the people were taken by surprise. The loss will undoubtedly exceed a million dollars, and will be keenly felt by many manufacturers whose property lay in the path of the waters.

In Rhode Island the flood in the Blackstone has rarely been equalled, dams were swept away and mills and houses partially submerged. On Clear River the loss of mill property is estimated at \$200,000. In Connecticut the damage to mill, railroad and other property is estimated at several hundred thousand dollars.

Secretary Robeson of the Navy says the statement that he transmitted any money to the house of Jay Cooke, McCulloch & Co., in September, 1873, is not true. That money was transmitted to the paymaster-general of the Navy, then in London, to protect (in the event of Jay Cooke, McCulloch & Co., stopping the payment of Navy drafts) the credit of the Navy; that the money was deposited in the Bank of England and with J. S. Morgan, and that no advances were made to Jay Cooke, McCulloch & Co., until the latter part of October, after the house had shown its intention and ability to continue its regular payments of the Navy drafts, and after ample security had been given to protect the government. He further says the investigating committee can have all the despatches, and translations of such as may be in cipher, on asking the department for them.

THE WOMAN SUFFRAGE BILL which had passed the Massachusetts Senate, was rejected in the House of Representatives on the 28th ult., by a vote of 77 to 127. Mr. Morse of Canton, argued against the passage of the bill on account of its demoralizing tendency, and stated that in the town which he had the honor to represent, while he knew of several respectable gentlemen who favored woman suffrage he had been utterly unable to learn of but one woman among the 4,000 population who favored it. The proposed constitutional amendment was, he said, a tremendous fraud.

Winslow, the Boston forger, is more than anxious to return, but is delayed by the intervention of "red tape" circumspection of the British authorities. He is said to be failing in health, and now cleans his own cell and rooms in the halls of the prison daily, like the rest of the prisoners. He intends that certain disclosures that he can make will make hot work for certain parties in Boston. Mrs. Winslow is much distressed at her husband's condition.

Counterfeit \$5 notes on the Merchants National Bank of New Bedford, Mass., have made their appearance in Philadelphia, well executed and said to be printed in Texas. All genuine National notes are now printed on fibre paper, and the use of a pin will demonstrate whether what looks like false is imitation or genuine.

The Coliseum at New York is being taken down for shipment to Philadelphia. It cost \$150,000, and was recently bought by a Philadelphia capitalist under a forced sale for \$35,000.

Colonel Sandford of the English commission says that a million dollar's worth of valuable paintings have already been shipped from England for exhibition at the Centennial, which are insured for \$135,000 sterling. One of them cost \$137,000. Five are the property of Queen Victoria, among which is Frith's celebrated painting of the marriage of the Prince of Wales. Lord Northbrook contributes several, including some of Landseer's best.

The Boston Journal says: The election of Miss Lucretia Crocker as one of the Supervisors of the Public Schools will give great satisfaction to the mothers of the school children and to the public. Miss Crocker is a lady of intelligence. She has had experience as a teacher, and she takes a deep interest in our educational system.

John A. Appeton, President of the Haverhill National and Savings Banks on the 29th ult., was robbed in the cars at the Boston and Maine depot of a satchel containing over \$19,000 in bank notes, drafts and other commercial papers.

The large boot factory of Claflin & Co., at Hopkinton, Mass., was destroyed by fire on the 26th ult., involving a loss of \$150,000.

Abraham Jackson, the forger, has been convicted in Boston, and sentenced to ten years in the State Prison.

The plan for tunnel under the British channel is so favorably considered that \$800,000 is to be spent at once in sinking shafts on each side 420 feet, and running experimental drifts out under the sea. The cost of a tunnel is estimated at \$30,000,000.

A CURE BY FAITH ALONE.—A well-known Foxborough lady, intelligent, truthful and of undoubted piety, says she went to the Consumptive's Home, Grove Hall, Boston, after suffering for two years from lung and spinal ailments, and considered beyond recovery. Assuring Dr. Cullis that she had faith, she knelt down, he dipped his finger in oil and put it upon her forehead, knelt in front of her and made a short prayer, asking the Lord to heal her of whatever disease she had. He then rubbed his finger across her forehead, saying, "I anoint you with oil in the name of the Lord." She felt a change immediately, drew a long breath without any trouble—something she had not been able to do before for several years—her lungs felt perfectly clear, and since that time she has gained in health and strength, and considers herself well. It is a strange story.

The immigration into New Zealand during 1875 was 32,239 souls, or fully one-twelfth of the whole population of the colony. The emigration numbered a total of 6,665, leaving a balance in favor of the colony or a net gain to the population of no less than 25,574 persons.

A number of years ago a Sir William Meadows of the British service in India had been detected in selling post-trademarks, or something of that kind, and accordingly discharged a pistol at his own head; the ball grazed his forehead, and friends who heard the report rushed in and found him bathing his forehead with cold water; and he said in reply to inquiries, that he had had an affair of honor with himself, and having stood the shot he declared himself satisfied.

They've got the laugh on a Cincinnati railroad man just returned from Florida. The story is that he and two or three friends, after a day's fishing off the Atlantic coast, spread all sail on their smack for home, but after standing three hours before the wind and making no headway, they suddenly remembered that the anchor had been down all the time.

The American merchant ship Surprise, wrecked near Yokohama, Japan, and abandoned by her crew, was rescued from total loss by a Japanese man-of-war. One thousand dollars was offered to the sailors in reward, but was refused as contrary to regulations.

It is very convenient just now to brush up the acquaintance of all your Philadelphia friends. They will no doubt be pleased to see you—in Halifax.

The recent census gives these figures: New York, 1,000,000; Philadelphia, 800,000; Brooklyn, 507,000; St. Louis, 450,000; Chicago, 410,000; Boston, 340,000; San Francisco, 250,000.

The April dividends payable in Boston amount to \$4,500,000.

The Sultan of Zanzibar has, of his own motion and without any compensation, issued a proclamation to all his subjects in Kismoyo, Brawa, Marko and Warsheik, ordering them to free their slaves, and will no longer permit the passage of slaves through his dominions. The British Consul General, John Kirk, will see the decree carried out faithfully.

CREW LIST OF VESSELS SAILED.

Schooner William Wilson, (of Marion), Capt. Loring Braley, sailed from this port March 27th, 1876, for the Atlantic Ocean. The following persons compose her crew:

Charles H. Wilbur, of New Bedford, first mate; Harvey R. Phillips, of Marion, second mate; Joseph Silva, New Bedford, and Manuel Corer, do., boatsteerers; Jose DeBorgus, do., steward; John Gomes, do., cook; Robert Seals, do., William Johnson, do., William E. Stevens, do., Francis H. Yon, do., Ben Malay, do., Olive Campbell, do., Albert D. Peters, do., James Milford, Providence, John H. W. Burgess, do., and Frank L. Comey, Upton, seamen.

MARRIED.

In this city, 14th ult., Mr. David A. Mosher to Mrs. Ella F. Davis; 23d, Mr. Andrew H. King, of Dartmouth, to Miss Emma E. Lapham, of Fairhaven; 24th, Mr. William G. Wilber to Emma A. Kern; 28th, Mr. Henry F. Wood to Miss Etta M. Perkins, all of this city.

DIED.

In this city, 29th ult., Robert K., eldest son of Robert C. and Frances E. Pitman, 18; Cornelius Taber, 45; 30th, Hepsabeth, widow of the late Joseph Elliot, 75 years and 4 months; Fannie E., wife of Mr. Henry N. Putty, 44 years and 1 month; 31st, James Broadbent, 20 years, 10 months and 15 days; 2d inst., Nicholas Davis, 64 years and 11 months; 3d inst., Nathaniel C. Herbert, F. Wrightington, 28 years and 7 months.

In East Fairhaven, 28th ult., Rebecca B., wife of Peleg Pierce, 65 years and 5 months. In Westport, 23d ult., Charles B. Hoyt, 20 years and 4 months; 24th, Eunice Tripp, 91 years, 4 months and 11 days.

In Springfield, 2d inst., Susan, wife of Jereh C. Sherman, of this city, 42 years and 4 months.

In Taunton, 24th ult., George Bliss, 98 years.

In Middleborough, 28th ult., William E. Harper, of this city, 29 years, 5 months and 11 days.

In Fall River, 25th ult., Dea. John Davol, 89.

In Duxbury, 26th ult., Mary S., wife of Rev. B. Otheman, 90 years and 9 months.

In Woburn, 26th ult., Arthur B., son of Dr. Arthur and Elizabeth Ricketson, 10 years and 11 months.

In West Barnstable, 23d ult., Mrs. Watson Crocker, 71.

In Nantucket, 25th ult., Sally M., wife of Matthew B. B. 80 years, 1 month and 25 days; 28th, Temperance, wife of Jesse Crocker, 72.

Lost overboard, from bark Bartholomew Gould, of this port, in the Gulf Stream, March 25th, 1876, Eugene K. Bassett, of this city, fourth mate, 33.

Lost overboard, from bark Addison, on her passage from New Bedford to Fayal, February 16th, 1876, Albert Crocker, of Nantucket.

NOTICE.

CITY CLERK'S OFFICE.
City of New Bedford, April 1st, 1876.
The Committee on Licenses will be in session at this office on Monday the 17th inst., at 2 o'clock P. M., for the purpose of hearing objections if any there be against the erection and maintenance of a Steam Engine and Boiler by Hersom, Tucker & Co., at their factory, 102 North Water street, and by Thomas J. Gifford & Co., at their place of business, No. 22 William street.

Per order of the Committee on Licenses,
HENRY T. LEONARD, City Clerk,
apl476 2t

ALABAMA CLAIMS.

A N Act has been passed by Congress, allowing further time within which claims for direct losses can be filed before the Court of Commissioners of Alabama Claims. Officers and mariners on board ships destroyed by the Shenandoah after February 13, 1865, or by the Alabama or Florida, are entitled to compensation for personal effects and wages. For information, apply at once at the office of MARSTON & CRAPO, 39 North Water street, New Bedford, Mass.
apl476 1t

SEND 25c. to G. P. ROWELL & CO., New York, for Pamphlet of 100 pages, containing lists of 3,000 newspapers, and estimates showing cost of advertising.
mch776 1y

SPECIAL NOTICE.
NEW BEDFORD RAILROAD.

On and after MONDAY, March 20th, 1876, the INWARD passenger trains, after landing passengers at the Pearl street station, will be run to Commercial Wharf, to accommodate those who wish to be landed in that section of the city.

OUTWARD passenger trains will leave Commercial Wharf at 7.15, 7.45, 10.05 A. M., 3.25, and 4.55 P. M.

On INWARD trains, all baggage will be left at the Pearl street station, unless the passenger owning the baggage requests the Conductor to have it sent to Commercial Wharf.

WARREN LADD, Sup't.
New Bedford, March 18th, 1876.

\$5 to \$20 per day at home. Samples \$1 free. STINSON & Co., Portland, Maine.
1y meq776

WANTED.

We will give energetic men and women Business that will Pay

from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. Particulars free, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address:

J. LATHAM & CO.,
419 Washington St., Boston, Mass.
P. O. Box 2,154. fl5-3m

\$12 a day at home. Agents wanted. Outfit and terms free. TRUE & Co., Augusta, Maine.
1y meq776



WITH A NEW AND ELEGANT STOCK

—O—

SPRING CLOTHING.

SUITABLE FOR MEN, YOUTHS, AND BOYS, AT THE VERY

Lowest Market Prices,

AT

CHARLES FISHER'S

POPULAR

Clothing House,

64 PURCHASE STREET,

NEW BEDFORD, MASS.

[OPPOSITE CITY CLOCK.]

CHARLES R. SHERMAN,

DEALER IN

NAUTICAL, MATHEMATICAL, AND OPTICAL INSTRUMENTS,

Charts, Nautical Books, Patent

Logs, Stationery, &c.,

No. 49 North Water Street,

NEW BEDFORD.

SEXTANTS, QUADRANTS, SPY-GLASSES, COMPASSES, &c., repaired in a workmanlike manner, and on reasonable terms.

All orders thankfully received and promptly executed.
oct2074 1y

RICHARD S. HOWLAND,

SHIPPING

AND

COMMISSION MERCHANT,

No. 206 Front Street,

SAN FRANCISCO,

California.

P. O. Box 392.
REFERENCES:
George & Matthew Howland,
Ivory H. Bartlett & Sons,
William W. Granger & Co.,
Charles Brewer & Co., Boston.
Owen & Clark, Providence.
E. A. Mauriac, 4th Nat. Bank, New York.
mch2976 1y

PANAMA--U. S. C.,

GEORGE F. WILSON. JOHN BRAKEMEIER

WILSON & BRAKEMEIER,

PURVEYORS TO THE AMERICAN AND ENGLISH NAVIES, SHIPPING AND COMMISSION MERCHANTS.

ALL BUSINESS connected with WHALERS carefully attended to.

Exchange bought and sold.

REFERENCES.
Messrs. I. H. Bartlett & Sons,
Loom Snow, Jr.,
William Lewis,
oct676 1y

PURE TEAS--IN SEALED PACKAGES.

Direct from China and Japan.
DELIVERED AT YOUR OWN DO

Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING APRIL 11, 1876.

NO. 8.

The Whaler's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY E. H. P. RAYMOND,

4 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 8 cents. No paper will be discontinued until all arrearages are paid, except at the option of the publisher.

Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.

A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.

A. W. PEIRCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

Bl. sp. wh. bone.

JANUARY.

By Railroad, N. B., 40,230

7 John Nickerson, N. Y., 101

11 Nile, N. L., 385

25 Colon, N. Y., 130

25 Gem, 81

FEBRUARY.

2 Humber, Boston, 70

14 *Azor, 1,214

21 *City of Dallas, N. Y., 150

27 *Young America, 2,984

27 Colon, 69

30 *Hart, Gosnell, N. B., 800

31 *A. Blake, Marion, 80

APRIL.

1 *Syren, N. B., 33 5,483

LIST OF WHALERS IMPORT.

NEW BEDFORD.

Ship Daniel Webster.

Bar. A. Houston.

Alaska, Fisher, Pacific, May 31.

Bartholomew Gosnell.

Cleora.

Cleora, Stanton, Pacific, April.

E. Corning.

Ohio, Ellis, Atlantic, May 1.

Progress.

Sea Ranger.

Sunbeam, Gifford, Atlantic, May 1.

Swallow, Ellis, Atlantic, April 5.

Tropic Bird, Atlantic, April.

Schr. Abbie Bradford.

Petrel.

FAIRHAVEN.

Schr. Cohannet.

Ellen Kodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

NEW BEDFORD.

Arnold, 550 125

do. on freight, 410 20

Atlantic, 330 200

California, 1,100 40

Commodore Morris, 130

Coral, 80 500

Desdemona, 225 900

E. H. Adams, 1,150 90

Golden City, 10 50

Holen Mar, 30 1,500

do. on freight, 100 300

Janet, 150

Marcella, 1,050

Mary Frazier, 200 500

Matapoiset, 330 200

Merlin, 530

Ospay, 160

Sarah, 330 200

Seine, 325 225

Triton, 1,300

Union, 13

Way, 15

DARTMOUTH.

Cape Horn Pigeon, 200 500

WESTPORT.

Andrew Hicks, 400

Mermaid, 1,525

MERCHANTMEN TO ARRIVE

Ship Governor Morton,

from San Francisco,

for New York, Feb. 21.

Bar. Ceylan, from San

Francisco, December

23, for New Bedford.

Bar. R. W. Wood, from

St. Helena, Feb. 1.

Boston.

J. E. BLAKE & CO.,

Druggists and Apothecaries.

With care and attention to business and

as well as with the reputation of honest

and fair dealing secured by a long busi-

ness experience, we hope to merit and re-

ceive a fair share of public confidence and

patronage.

Our stock, which we intend shall be the

largest and most complete in this section,

comprises everything required to meet the

wants of Physicians, Dealers, and the retail

Physicians can rely upon having their

Prescriptions prepared only by Com-

petent and Careful Persons.

and in all things shall be our constant aim

to gain the confidence and esteem of our

patrons.

MR. ISRAEL H. SHURTLEFF remains

with us, and will be pleased to see all his

old friends and hosts of new ones at his old

stand.

J. E. BLAKE & CO.,

81 North Second Street, cor. Middle.

CORDAGE.

THE NEW BEDFORD CORDAGE COMPA-

NIES are now prepared to furnish short no-

ties

GANGS OF RIGGING,

Of all sizes, and of the best manufacture. All

MANILA AND HEMP WHOLE LINE

Made from pure Manila and Russia Hemp

All orders sent to L. A. PLUMMER, Treasur-

er, Rote's Square, New Bedford, Mass.

will be promptly attended to.

THE WEEKLY SUN.

1876. NEW YORK. 1876.

Eighteen hundred and seventy-six is the

year in which an opposition House of Represen-

tatives, the first since the war, will be in power

at Washington; and the year of the twenty-

third election of a President of the United

States. All of these events are sure to be of great interest and importance, espe-

cially the two latter; and all of them demand

everything connected with them will be fully

and freshly reported and expounded in the

Sun.

The opposition House of Representatives,

taking up the line of inquiry opened years

ago by the Sun, will actively and diligently

investigate the corruption and misdeeds of

Grant's administration; and will, it is to be

hoped, lay the foundation for a new and

better period in our national history. Of

all this the Sun will contain complete and

accurate accounts, furnishing the readers

with early and trustworthy information

upon these absorbing topics.

The twenty-third Presidential election,

with the preparations for it, will be mem-

orable as the day will be found in the

operations for a third term of power and plunder,

and still more as deciding who shall be the

candidate of the party of Reform, and as

electing that candidate. Concerning all

these subjects, those who read the Sun will

have the constant means of being thoroughly

well informed.

THE WEEKLY SUN, which has attained

a circulation of over eighty thousand copies,

already has its readers in every State and

Territory, and we trust that the year 1876

will see their numbers doubled. It will

continue to be a thorough newspaper. All

the general news of the day will be found in

its condensed news unimportant, at full

length when of moment; and always, we

trust, treated in a clear, interesting and in-

structive manner.

It is our aim to make the Weekly Sun the

best family newspaper in the world, and we

shall continue to give in its columns a large

amount of miscellaneous reading, such as

stories, tales, poems, scientific little in-

teresting and information, for which we are

not able to make room in our daily edition.

The agricultural department especially is

one of its prominent features. The fashions

are also regularly reported in its columns;

and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with

fifty-six broad columns is only \$1.20 a

year, postage prepaid. As this price bare-

ly repays the cost of the paper, no discount

can be made from this rate to clubs, agents,

Postmasters, or anyone.

THE DAILY SUN, a large four-page

newspaper of twenty-eight columns, gives

the news for two cents a copy. Subscrip-

tion, postage prepaid, 55 cents per month,

or \$6.50 a year. SUNDAY edition ex ra.

\$1.10 per year. We have no travel

agents.

Address, "THE SUN," New York City

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A WHALING ADVENTURE.

The morning sun rose like a lurid ball of

fire. The sea was calm; the sails of the

whale-ship Vineyard, off the coast of Peru,

hung flat against the masts.

Suddenly, from the dusky New Zealand-

er on the fore-top-gallant cross-trees, a

prolonged cry ringing over the still wa-

ters, penetrated every corner of the vessel.

"There blows! there blows! blows!

blows!" No need of the usual question,

"whereaway?" Three large sperm whales

were rolling along and spouting, a mile

distant, off the lee bow.

Out of the cabin, like a lion, sprang the

square-shouldered, square-headed, grizzily

old captain—Simon Block.

His round, grey eyes shot a glance at the

three whales to leeward; then his voice

grated through the ship like the rasping of

a cable.

"Call all hands! Stand by the boats!"

Into their boats sprang their harpooners

to prepare their "craft" (harpoons and

lances, and line tubs.)

Soon, the four boats being ready, "Lower

away!" was the order, and down they

went, splashing alongside.

The crews "tumbled" into their place,

when, squaring himself in the stern-sheets,

at the steering oar, old Block gave the

word to "give way!"

The boats were about to shoot from the

ship's side, when Bessie—the captain's

pretty daughter—a rosy young woman of

eighteen, ran to the open gangway.

"Father—your pipe!" she held up

the briarwood pipe, which he had forgot-

ten to take with him.

"Aye, aye! Throw it to me," said

Block, directing his boat so as to pass the

gangway.

The captain's harpooner—a fine, hand-

some, young fellow, named George Cart-

wright, and who was Bessie's acknowl-

edged lover, looked up admiringly at the

maiden. She was about to throw the pipe,

when her foot slipped, and down she went,

falling plump into the arms of Cartwright,

who thus saved her from being hurt.

"Oh dear!" said the blushing girl, as

she released herself and passed the pipe to

her father.

Meanwhile the boat had glided past the

ship's bow, and a huge cow-whale had

just come up, scarcely thirty fathoms ahead.

"This is bad. We'll lose the whale,

Bessie, by going back to put you on board,"

said Block.

"I can stay where I am; you need not

stop to put me back. I am not afraid. I

have been in a 'fast boat' (a boat fast to a

whale) before now, father; you know that."

"Aye, aye; you're a girl of the true

courage," answered Block—"a 'ral' old-

fashioned whopper, worth eighty bar's of

good oil," he added, now alluding to the

whale ahead. The men pulled with a

will until about eighteen fathoms from the

leviathan, when, fearing she might be

"galled" (frightened) by the noise of the

oars, the skipper ordered them to use their

paddles.

Noiselessly and swiftly they now ap-

proached the monster until within ten

fathoms of her, when up sprang Cart-

wright in the bow, his harpoon held ready.

"Now then, give it to him!" roared

Block, a minute later.

"Whiz!" went the iron, to be buried to

the socket in the whale's hump.

She gave one tremendous sweep with her

flukes, scattering a cloud of spray round

the crew; then she sounded, and away

went the boat with the line, spinning

J. & W. R. WING & CO.,

Have removed to their new Brick Building.

111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
Men's White and Fancy Shirts, Underwear and Drawers
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS,
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,
WILLIAM R. WING,

JOHN WING
HIRAM W. WENTWORTH



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York.

Feb 22/76

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & Co. having dissolved and given up their corner store;

SIMEON DOANE

Will continue in the same business as heretofore at

NO. 55 UNION STREET!

here he will be happy to see all old friends and host of new ones "Who go down to the
"in things," and will endeavor to give satisfaction in all business transactions, and
will keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—
FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.

The business hereafter will be conducted under the style of DOANE & Co.

P.S. Anyone in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment
BEST QUALITY
Custom and Ready Made
CLOTHING!
GENTS' FURNISHING GOODS
FINEST FABRIC DRAWERS, Hats,
and Caps, PAPER COLLARS,
Etc., Etc.



OUTFITTING GOODS,
OF THE BEST QUALITY,
Constantly kept on hand, and
which will be sold at
LOW PRICES.

"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS
Our Sea-faring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
omers buy the goods.

WHALEMEN ATTENTION!

Bomb Guns and Lances.

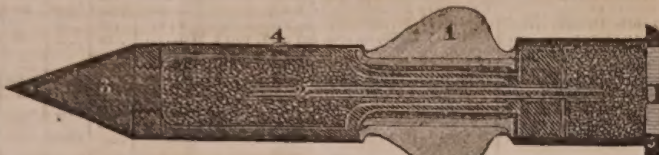


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED PATENT
BREECH-LOADING BOMB GUNS,

—ALSO—

BOMB LANCES AND CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing

IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,

NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentl-
men's Furnishings of every description, also a complete assortment of Cloths, Cassimeres,
Vestings, and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our sea-faring friends and the public are invited to inspect
Garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN, FREDERICK B. BRIGHTMAN.

MOSES C. SWIFT,

MERCHANT



TAILOR,

No. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,
Which we are prepared to make into garments in the best style for
MEN'S AND BOYS' WEAR.

Our Sea-faring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
omers buy the goods.

NEW BEDFORD RAILROAD.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 8th, 1875,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, 10.45 A. M., and 3.40 P. M. Return
8.00, 11.10 A. M., and 4.30 P. M.
Via Old Colony Railroad, 5 A. M. Return,
3.30 P. M.
Providence, at 7.30, 10.25 A. M., 3.40, and 5.20
P. M. Return, 8.00, 10.50 A. M., 4.40, and 6.40
P. M.
Taunton, at 7.30, 9.00, 10.25 A. M., 3.40,
and 5.20 P. M. Return, 8.00, 9.00 A. M., 12.10,
5.35, 9.20, and from Dean street station,
4.20 P. M.
Myricks, at 7.30, 8.00, 10.25 A. M., 3.40 and
5.20 P. M. Return, 6.45, 9.20, A. M., 12.25, 4.40
and 6.40, P. M.
Howland's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.25 A. M., and 6.05 P. M.
East Freetown, at 7.00 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.30 P. M.
Bralley's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.35 A. M., and 6.35 P. M.
Acushnet, at 7.30, 10.25 A. M., and 3.40 P. M.
Return, 9.45 A. M., and 6.25 P. M.
Worcester via Mansfield and South Fra-
mingham, at 3.40 P. M.
Fitchburg, at 3.40 P. M.
Fall River, at 7.30, 10.25, A. M., 3.40 and 5.20
P. M. Return, 11.15, A. M., and 3.36 P. M.
New York via Shore Line, at 7.30, 10.25 A. M.,
and 5.20 P. M. Sundays 8.45 P. M. Re-
turn, 8.00, A. M., 1.00 and 10.00 P. M. Sun-
days, 10.00, P. M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.06, 11.10 A. M., and 4.30 P. M.
Return, 7.30, and 11.10 A. M., 1.00, 4.40
and 5.20 P. M.
Providence, at 5.25, 8.10, 11.10 A. M., and
1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
10.50 A. M., 2.00, 4.40 and 6.20, and 7.40 P. M.
Passengers for Taunton and New Bedford
from way stations between Boston and
Mansfield, will take the trains which leave
Boston at 7.30, 10.30 A. M., and 4.00 P. M. to
Mansfield.

Passengers for way stations between
Mansfield and Boston, in the morning will
take the A. M. train from New Bedford,
and the 6.32 A. M. train from Taunton.
On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.29, A. M., and 2.40 P. M.
Mattapoisett, at 7.29 A. M., 2.40 and 4.40 P. M.
Marion, at 7.29 A. M., 2.40 and 4.40 P. M.
Fremont, at 7.29 A. M., and 2.40 and 4.40 P. M.
Cape Cod, at 7.29 A. M., and 4.40 P. M.
Nantucket, at 7.29 A. M.
Plymouth, at 7.29 A. M., and 2.40 P. M.
LEAVE BOSTON, via Old Colony Railway
at 8 A. M., and 4.00 P. M.
LEAVE SANDWICH at 7.33 A. M., 2.58 P. M.
LEAVE HYANNIS, at 6.45, A. M., 2.05
P. M.
LEAVE TREMONT, at 10.10 A. M., 3.55 and
5.40 P. M.
LEAVE MARION, at 10.22 A. M., 4.10 and 5.59
P. M.
LEAVE MATTAPOISETT, at 10.34 A. M., 4.25
and 6.11 P. M.
Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.
sept 3, 1875. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS,
Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 132 South Street, daily, (Sundays except-
ed) for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.
This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the United
States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.
This Express connects with the Canada and
Monohansett for Wood's Hole, (Falmouth,
Holmes Hole and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of Tickets via New York and Ex-
press New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.
Providence, 34 Dorchester street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.

New Bedford, May 20, 1870.

DAVENPORT, MASON & Co.'s
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGE
BILLS BE RATES SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 5th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co
New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—In New York, at 105 Wall
Street No. 34, and in New Bedford, at
Church and Pier 39 East River, New
Bedford, at No. 19 Commercial Wharf.
Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owner
agents and masters of whaling vessels, that
they have succeeded in getting the consage dues
removed from whaling vessels visiting this port
for the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31½ gallons, in lieu of the consage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:

A Package duty of twenty-four cents per bar-
rel. Harbor dues, \$3; Secretary's fee, \$3; and
a Harbor toll fee, as follows, viz:—Vessels not
exceeding 100 tons, \$3; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$2; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

They still continue a berth to supply Stone
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty Cents per barrel, (de-
liverable at New York or Boston) free of all other
charges except insurance, which will be effected
on the most favorable terms when required.

Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any persons offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Carlsbe Bay,
from Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lazzaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives on the 5th
of the following month. All letters so forwarded
to our care will be safely received, and delivered
as addressed. Masters of vessels calling off the
Harbor and not wishing to anchor may obtain
their letters by post, and a letter box after
having been first boarded by the Health Officer
—and will only incur the expense of that officer's
fee—\$1.

New Bedford papers always on file for in-
spection.
W. P. LEACOCK & CO.
no 22/64

RUSSELL, BAY OF ISLANDS, N. Z.

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to
ship masters visiting this port in pur-
suing supplies.

Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.

Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.

Charges on goods addressed to our care
advanced, and added to Bill of Lading.

Particular attention paid to chartering of
vessels, Insurance effected, &c., &c.
je 30/74

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR &C.

WHALEMEN'S STORES of all kinds
arrived at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.
sept 10/67

ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.

All business entrusted to my care
will receive prompt and careful attention.
Refer to:—Charles F. Howland, Orick
Smalley, New Bedford. ly dec 8/74

New Bedford and New York

STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other
Route.

Steamer CITY OF NEW BEDFORD,

A. C. FISH, Commander.

Steamer CITY OF FITCHBURG

C. H. SPRINGER, Commander

On and after MONDAY, Nov.
8th, the steamers of this Line
will run daily, (Sundays ex-
cepted), between New Bedford
and New York, leaving New Bedford, from
Commercial wharf, at 5.30 P. M., and New
York, from Pier 39, East River (near foot of
Market street), at 4.30 P. M.

The accommodations for passengers and
freight are first-class, in every respect, hav-
ing all the modern improvements possible
for steamers of this class.

Passengers from New York make close
connections with steamers for Martha's
Vineyard, Woods Hole, Oak Bluffs, Fal-
mouth Heights, Edgartown, Nantucket,
and with the New Bedford Railroad for
points on those roads and connections.
Staterooms may be secured at the Parker
House, or on board the steamers in New
Bedford, and on board the steamers in New
York; also on board the Vineyard steamers.
Fare \$3 each way.

Freight forwarded to all points West and
South at the lowest rates.

Positively no freight received after 3
o'clock.

For further information apply at office of
BARLING & DAVIS, Agents, 46 South street,
New York, and at office of Company, 6 Com-
mercial wharf, New Bedford.

1y 20/75-76 FRANK H. FORBES, Agent.

MARTHA'S VINEYARD.

WOODS HOLE, FALMOUTH HEIGHTS

VINEYARD, MARtha's VINEYARD

HIGHLANDS, OAK BLUFFS,

AND EDGARTOWN.

Mondays, Tuesdays, Thursdays and
Saturdays.

The steamer MONOHAN-
SETT, Capt. Charles C.
Smith, will run between
New Bedford and Edgar-
town leaving Edgartown at 6.45 A. M. touch-
ing at way landings, making close con-
nections with trains for Boston, Providence
New York, &c. Returning, leave New Bed-
ford at 1.15 P. M., being the hour of the ar-
rival of the mid-day trains from Boston
Providence, &c.

All freight

APRIL 11, 1876.

VESSELS' NAME.	MASTERS.	AGENTS' NAME.	DATE OF SAILING.	WHERE BOUND.	DATE OF REPORT.	RE.	WT.	SP.	WT.
NEW BEDFORD.									
A. R. Tucker, bark.	129	Baker, Joseph & William R Wing.	November, 26, 74	Atlantic Ocean.	November 24, 75, sailed from St Michaels.	400			
Abma Barker, bark.	130	Chapier, Joseph & William R Wing.	October, 28, 74	Pacific Ocean.	November 7, 75, at Brava, 75.				
Abbie Brainer, bark.	135	Jonathan Bourne, Jr.	In port.		Arrived September 14, 75, 650 whale.				
Acors Baris, bark.	136	Russell, William Lewis.	April, 29, 75	Atlantic Ocean.	October 27, 75, sailed from St Michaels.	140			
Adeline Gibbs, bark.	137	Ivory H Bartlett & Sons.	March, 27, 75	North Pacific Ocean.	December 11, 75, sailed from San Francisco.	1050			
A Houghton, bark.	138	Jonathan Bourne, Jr.	August, 6, 75	Atlantic Ocean.	No date, at sea, no lat &c.	220			
Alaska, bark.	139	John P. Richardson.	In port.		Arrived October 11, 75, 1,200 sperm 400 whale.				
Albatross, bark.	140	Jonathan Bourne, Jr.	In port.		March 26, 76, at Pernambuco, 1,500 bbls.	600	1175	550	120
Albatross, bark.	141	James B Wood & Co.	January, 2, 75	North Pacific Ocean.	January 30, 76, at Tahiti.	550	540	380	
Albatross, bark.	142	Joseph & William R Wing.	June, 26, 75	Pacific Ocean.	August 25, 75, at Ternate.	200			
Albatross, bark.	143	John P. Knowles, 2d.	July, 16, 74	Indian Ocean.					
Albatross, bark.	144	Charles R Tucker & Co.	In port.		Arrived March 30, 76, 800 sperm 300 whale.				
Albatross, bark.	145	Taber, Gordon & Co.	November, 30, 75	Indian Ocean.	January 22, 76, at sea, lat 1 S, lon 24 W.				
Albatross, bark.	146	Swift & Allen.	December, 6, 74	North Pacific Ocean.	December 16, 75, sailed from San Francisco.	775	8830	1100	
Albatross, bark.	147	Charles R Tucker & Co.	November, 28, 75	North Pacific Ocean.	October 21, 76, at sea, no lat &c.	2000	200	10	225
Albatross, bark.	148	John P. Knowles & Co.	December, 7, 74	Indian Ocean.	September 21, 75, sailed from Albany, N. H.	210			
Albatross, bark.	149	John T. Richardson.	April, 29, 75	Atlantic Ocean.	November 24, 75, sailed from Tenerife.	210			
Albatross, bark.	150	Joseph & William R Wing.	April, 23, 75	Atlantic Ocean.	No date, at sea, no lat &c.	220			
Albatross, bark.	151	John P. Knowles, 2d.	In port.		Arrived December 6, 75, 100 sperm 300 whale.				
Albatross, bark.	152	Swift & Allen.	July, 16, 74	Atlantic Ocean.	January 2, 76, at sea, no lat &c.	2000			
Albatross, bark.	153	Swift & Perry.	August, 4, 74	North Pacific Ocean.	March 16, 76, at Honolulu.	600	1220		
Albatross, bark.	154	Taber, Gordon & Co.	December, 4, 72	Pacific Ocean.	January 5, 76, at Mangalore.	630	1320	80	50
Daniel Webster.									
Desdemond, bark.	327	William O Brownell.	In port.		Arrived May 2, 72, 85 sperm 300 whale.				
Dracop, bark.	328	Gedrie & Matthew Howland.	June, 3, 73	Atlantic Ocean.	February 4, 76, sailed from St Helena.	1600	900	370	90
Dracop, bark.	329	Jonathan Bourne, Jr.	July, 1, 75	Atlantic Ocean.	February 10, 76, at sea, lat 20, lon 44 16, 1 w.h.	70			
Dracop, bark.	330	Swift & Perry.	In port.		Arrived September 4, 70, 470 sperm.				
Dracop, bark.	331	Jonathan Bourne, Jr.	May, 28, 74	Pacific Ocean.	November 30, 75, sailed from Bay of Islands.	150			
Dracop, bark.	332	Taber, Gordon & Co.	June, 10, 75	North Pacific Ocean.	January 21, 76, at sea, no lat &c.	8150	185		
Dracop, bark.	333	William Watkins.	June, 10, 75	Pacific Ocean.	February 16, 76, at sea, no lat &c.	335			
Dracop, bark.	334	William Lewis.	October, 1, 74	Atlantic Ocean.	October 9, 75, sailed from St Michaels.	165			
Dracop, bark.	335	Charles Tucker.	In port.		Arrived April 7, 76, 1,000 whale.				
Dracop, bark.	336	Thomas Knowles & Co.	October, 26, 75	Pacific Ocean.	November 24, 75, at Brava.	250			
Dracop, bark.	337	Swift & Allen.	November, 29, 75	North Pacific Ocean.	October 21, 76, at sea, no lat &c.	200			
Dracop, bark.	338	John T. Richardson.	July, 7, 75	Indian Ocean.	January 21, 76, sailed from St Helena.	280			
Dracop, bark.	339	Jonathan Bourne, Jr.	May, 4, 75	Atlantic Ocean.	December 2, 75, at Tenerife.	100			
Dracop, bark.	340	George & Matthew Howland.	September, 17, 74	Atlantic Ocean.	February 22, 76, at St Helena.	1100	500		
Dracop, bark.	341	Henry Clay.	December, 3, 75	Atlantic Ocean.	March 17, 76, sailed from Ferdinandina, Fla.	160	50		
Dracop, bark.	342	Abbott F. Smith.	November, 30, 75	Indian Ocean.	January 16, 76, at sea, lat 30 N, lon 1 W.	10			
Hedley, bark.									
Helen Mary, bark.	163	William Lewis.	October, 29, 74	Atlantic Ocean.	October 4, 75, sailed from Tenerife.	200			
Helen Mary, bark.	164	Swift & Allen.	September, 26, 71	North Pacific Ocean.	November 26, 75, sailed from San Francisco.	340	3850	90	150
Hedley, bark.	165	Swift & Perry.	October, 19, 75	North Pacific Ocean.	November 26, 75, at Brava.	150			
Hedley, bark.	166	Jonathan Bourne, Jr.	September, 20, 75	Atlantic Ocean.	February 11, 76, at sea, no lat &c.	100			
Hedley, bark.	167	Jonathan Bourne, Jr.	September, 20, 75	Pacific Ocean.	November 5, 75, at Port Praya.	160			
Hedley, bark.	168	Ivory H Bartlett & Sons.	January, 9, 72	North Pacific Ocean.	March 1, 76, sailed from San Francisco.	5575			
James Allen, bark.									
James Arnold.	349	Gideon Allen & Son.	January, 3, 72	North Pacific Ocean.	March 16, 76, at Honolulu.	150	5100		
James Arnold.	346	Taber, Gordon & Co.	June, 10, 75	Pacific Ocean.	December 24, 75, at sea, no lat &c.	900			
James Arnold.	347	William Lewis.	April, 14, 75	Atlantic Ocean.	January 1, 76, on Cornell Ground.	620			
James Arnold.	348	Swift & Perry.	July, 20, 75	Atlantic Ocean.	Prev March 25, 76, at sea, no lat &c.	330			
James Arnold.	349	George & Matthew Howland.	October, 3, 72	North Pacific Ocean.	November 11, 75, at San Francisco.	330	3200		
James Arnold.	350	Joshua C Hitch.	September, 2, 75	Indian Ocean.	December 15, 75, at sea, no lat &c.	150	2050		
James Arnold.	351	Swift & Perry.	September, 2, 75	Pacific Ocean.	October 15, 75, at sea, no lat &c.	150			
James Arnold.	352	Thomas Knowles & Co.	June, 1, 75	Pacific Ocean.	No date, off Guaflo.	60			
James Arnold.	353	Joseph & William R Wing.	November, 25, 75	Indian Ocean.	November 2, 75, at sea, no lat &c.	940	1500	370	100
James Arnold.	354	William O Brownell.	June, 4, 72	Pacific Ocean.	November 2, 75, at sea, no lat &c.	550			
James Arnold.	355	Simon N West.	August, 24, 75	North Pacific Ocean.	December 25, 75, at sea, lat 37 52 S, lon 52 18 E.	90			
James Arnold.	356	Swift & Perry.	July, 19, 75	Indian Ocean.	January 20, 76, at sea, no lat &c.	100			
James Arnold.	357	Joseph & William R Wing.	October, 11, 75	Pacific Ocean.	January 18, 76, sailed from Fayal.	800	250	70	25
James Arnold.	358	Jonathan Bourne, Jr.	June, 15, 75	Atlantic Ocean.	February 13, 76, at sea, no lat &c.	360	220		
James Arnold.	359	William Lewis.	July, 7, 75	Atlantic Ocean.	January 24, 76, sailed from Johanna.	360	225		
James Arnold.	360	Swift & Allen.	August, 11, 74	Atlantic Ocean.	November 1, 75, sailed from St Helena.	180	120	80	12
James Arnold.	361	Baylies & Cannon.	June, 18, 74	Pacific Ocean.	November 28, 75, at St Michaels.	750			
Marcella, bark.									
Marengo.	166	Charles R Tucker & Co.	November, 11, 73	Indian Ocean.	January 10, 76, at Maho.	1050			
Marengo.	167	Ivory H Bartlett & Sons.	March, 9, 76	North Pacific Ocean.	March 9, 76, sailed from San Francisco.	770	75	70	7
Marengo.	168	Gifford & Cummings.	July, 4, 74	Pacific Ocean.	January 7, 76, at sea, no lat &c.	800	1050	200	50
Marengo.	169	Charles Tucker.	August, 1, 74	Pacific Ocean.	November 11, 75, at Norfolk Island.	800	1050	200	50
Marengo.	170	Abbott F. Smith.	October, 14, 74	Atlantic Ocean.	No date, off Guaflo.	820	200	220	20
Marengo.	171	William Phillips & Son.	May, 13, 73	Indian Ocean.	February 21, 76, at St Helena.	680	500	420	50
Marengo.	172	William Watkins.	July, 2, 72	North Pacific Ocean.	February 14, 76, at Table Bay.	1500	550	420	50
Marengo.	173	Joshua C Hitch.	October, 2, 75	Pacific Ocean.	Pre March 25, 76, sailed from Pernambuco.	1500	550	420	50
Marengo.	174	Joseph & William R Wing.	October, 2, 75	Pacific Ocean.	November 24, 75, at sea, no lat &c.	1550	200	140	20
Marengo.	175	Joshua C Hitch.	November, 13, 73	Pacific Ocean.	January 6, 76, off Norfolk Island.	1550	200	140	20
Marengo.	176	Swift & Allen.	July, 9, 72	North Pacific Ocean.	February 22, 76, sailed from Valparaiso.	735	265	265	20
Marengo.	177	Jonathan Bourne, Jr.	July, 13, 74	Atlantic Ocean.	December 8, 75, sailed from San Francisco.	250	1975		
Marengo.	178	Gideon Allen & Son.	August, 25, 74	Pacific Ocean.	November 6, 75, sailed from Honolulu.	260			
Marengo.	179	Taber, Gordon & Co.	October, 17, 74	Pacific Ocean.	No date, off Guaflo.	70	360		
Marengo.	180	Loum Snow, Jr.	October, 9, 75	North Pacific Ocean.	February 12, 76, at sea, no lat &c., 2 whales.	700	550	600	80
Marengo.	181	Jonathan Bourne, Jr.	October, 10, 71	Pacific Ocean.	January 20, 76, off State Land.	430			
Marengo.	182	Ivory H Bartlett & Sons.	July, 21, 74	Atlantic Ocean.	January 19, 76, sailed from San Francisco.	430	3400		
Marengo.	183	Loum Snow, Jr.	In port.		November 24, 75, at Brava.	290			
Marengo.	184	Swift & Perry.	July, 6, 75	Atlantic Ocean.	Arrived October 19, 75, 400 sperm.	445			
Marengo.	185	Matthew Howland.	July, 29, 75	Pacific Ocean.	February 27, 76, at Fayal.	660	4350		
Marengo.	186	Gifford & Cummings.	July, 29, 75	Pacific Ocean.	March 16, 76, at Honolulu.	110	75	40	7
Marengo.	187	Swift & Allen.	November, 10, 74	Atlantic Ocean.	February 19, 76, sailed from Talcahuano.	700			
Marengo.	188	Swift & Perry.	October, 1, 73	Atlantic Ocean.	November 29, 75, off St Michaels.	1375			
Marengo.	189	Charles R Tucker & Co.	November, 24, 75	Atlantic Ocean.	No date, at sea, no lat &c.	1375			
Marengo.	190	John McCullough.	April, 15, 75	Atlantic Ocean.	December 19, 75, at St Nicholas.	130			
Marengo.	191	Thomas Knowles & Co.	July, 7, 74	Indian Ocean.	January 11, 76, at Maho.	700	200	380	20
Marengo.	192	Philip H Reed.	In port.		Arrived September 7, 75, 85 sperm.	360			
Marengo.	193	Gideon Allen & Son.	April, 10, 75	Indian Ocean.	December 14, 75, at sea, lat 41 N, lon 26 W.	360			
Marengo.	194	Jonathan Bourne, Jr.	November, 17, 75	Atlantic Ocean.	No date, at sea, no lat &c., leaking.	180			
Marengo.	195	Charles R Tucker & Co.	April, 29, 75	Atlantic Ocean.	December 24, 75, at sea, no lat &c.	180			
Marengo.	196	William O Brownell.	In port.		Arrived May 16, 75, 14 sperm 900 whale.	180			
Marengo.	197	Ivory H Bartlett & Sons.	January, 21, 75	North Pacific Ocean.	January 23, 76, sailed from Honolulu.	135	1000		
Marengo.	198	George & Matthew Howland.	July, 14, 75	Atlantic Ocean.	October 15, 75, sailed from Fayal.	15			
Marengo.	199	William Lewis.	December, 1, 75	Atlantic Ocean.	December 7, 75, at sea, lat 36, lon 58.	15			
Marengo.	200	John P. Knowles, 2d.	August, 5, 75	Atlantic Ocean.	December 22, 75, at sea, no lat &c.	770	790	330	23
Marengo.	201	Gideon Allen & Son.	October, 2, 75	Pacific Ocean.	February 7, 76, at Tumbes.	100			
Marengo.	202	John P. Knowles, 2d.	June, 1, 75	Pacific Ocean.	February 7, 76, at Tumbes.	80			
Marengo.	203	Ivory H Bartlett & Sons.	In port.		Arrived September 27, 75, 820 sperm.	270			
Marengo.	204	John P. Knowles & Co.	June, 20, 75	North Pacific Ocean.	November 7, 75, at sea, no lat &c.	130			
Marengo.	205	George & Matthew Howland.	June, 30, 73	Atlantic Ocean.	December 18, 75, off Cape St. Vincent.	295	4100		
Marengo.	206	Joseph & William R Wing.	May, 27, 74	Pacific Ocean.	November 29, 75, sailed from Tenerife.	820	255	325	22
Marengo.	207	Joshua C Hitch.	May, 27, 74	Pacific Ocean.	September 16, 75, off Ascension.	490	20		
Marengo.	208	Charles H Gifford.	May, 12, 75	Atlantic Ocean.	November 24, 75, at sea, no lat &c.	180			
Marengo.	209	Joseph & William R Wing.	In port.		Arrived December 11, 75, 860 sperm.	735			
Marengo.	210	Swift & Perry.	In port.		January 31, 76, off Solanders.	1100	250	850	25
Marengo.	211	Thomas Knowles & Co.	August, 6, 73	Atlantic Ocean.	February 1, 76, sailed from Juan Fernandez.	225	2700		
Marengo.	212	Ivory H Bartlett & Sons.	October, 22, 73	North Pacific Ocean.	December 22, 75, sailed from Honolulu.	225	2700		
Marengo.	213	Joseph & William R Wing.	In port.		March 2, 76, at Barbadoes.	450			
Marengo.	214	Philip H Reed.	June, 8, 75	Atlantic Ocean.	October 7, 75, at sea, no lat &c.	450			
Marengo.	215	William Watkins.	November, 3, 74	Pacific Ocean.	January 26, 76, at sea, lat 42 S, lon 83 E.	360			
Marengo.	216	Thomas Knowles & Co.	July, 19, 75	Indian Ocean.					
Marengo.	217	William Phillips & Son.	July, 8, 75	Indian Ocean.					
FAIRHAVEN.									
Guhanet, schr.	73	In port.			Arrived November 16, 75, 14 sperm.				
Ellen T. Judman, schr.	83	Tucker Damon, Jr.	In port.		Arrived September 17, 75, 95 sperm & whale.				
MARTON.									
Adm. Hake, schr.	84	Andrew J Hadley.	In port.		Arrived March 31, 76, 80 sperm 20 whale.				
William Wilson, schr.	84	Andrew J Hadley.	March, 27, 76	Atlantic Ocean.					
DARTMOUTH.									
H. H. H. Pigeon	212	Baker, William Potter, 2d.	August, 8, 72	Pacific Ocean.	February 23, 76, sailed from Talcahuano, hm	1070	3200	200	50
Matilda Sears, bark.	231	William Potter, 2d.	July, 22, 73	Pacific Ocean.	January 31, 76, off Solanders.	720	2220	669	22
WESTPORT.									
Alaska, bark.	303	Howland, Andrew Hicks.	July, 23, 72	Atlantic Ocean.	January 25, 76, at sea, lat 7 10 S.	1500		400	
Merna, bark.	303	Andrew Hicks.	August, 28, 73	Indian Ocean.	February 23, 76, at St Helena.	1800		1525	
Sea Queen, bark.	196	Andrew Hicks.	October, 25, 75	Atlantic Ocean.					
EGBAROWN.									
C. G. B. bark.	183	Marchant, Samuel Osborn, Jr.	November, 3, 75	Atlantic Ocean.	Feb 16, 76, at sea, lat 13 10, lon 45 50, 3 whales.	450			
Perry, bark.	150	Samuel Osborn, Jr.	August, 12, 74	Atlantic Ocean.					
PROVINCETOWN.									
Agate, schr.	81	Atkins, William A Atkins.	March, 25, 76	Atlantic Ocean.	January 10, 76, at Barbados.	108			
Albion, schr.	81	E. & K Cook & Co.	January, 22, 76	Atlantic Ocean.	Arrived October 4, 75, 100 sperm.				
Anfaratic, schr.	92	William A Atkins.	January, 22, 76	Atlantic Ocean.					
Albion, schr.	92	Stephen Cook.	January, 24, 76	Atlantic Ocean.	Arrived August 9, 75, 180 sperm 140 whale.				
B. F. Sparks, schr.	79	Stephen Cook.	In port.						
Carrie W Clark, schr.	116	Central Wharf Co.	March, 7, 76	Atlantic Ocean.					
Charles Thompson, schr.	152	E. & K Cook & Co.	March, 7, 76	Atlantic Ocean.	Arrived March 11, 76, sailed from Pernambuco.	1500			
C. L. Sparks, schr.	116	David Conwell.	In port.		Arrived September 15, 75, 230 sperm 100 whale.				
D & Small, brig.	113	William A Atkins.	March, 25, 76	Atlantic Ocean.	December 2, 75, at Tenerife.	860			

Atlantic Mutual Insurance Company.

NEW YORK, January 24th, 1876.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its Affairs on the 31st December, 1875:

Premiums received on Marine Risks from 1st January, 1875, to 31st December, 1875..... \$5,840,021.88

Premiums on Policies not marked off 1st January, 1876. 2,455,572.87

Total amount of Marine Premiums..... \$8,295,594.75

No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.

Premiums marked off from 1st January, 1875, to 31st December, 1875..... \$0,123,134.68

Losses paid during same period 2,712,058.35

Returns of Premiums and Expenses..... 1,217,477.26

The Company has the following ASSETS, viz.:

United States and State of New York Stock, City, Bank and other Stocks..... \$10,318,946.00

Loans secured by Stocks, and other Securities..... 2,544,200.00

Real Estate and Bonds and Mortgages..... 267,000.00

Interest, and sundry notes and claims due the Company, estimated at..... 454,037.90

Premium Notes and Bills Receivable..... 2,076,360.50

Cash in Bank..... 363,492.40

Total amount of assets..... \$16,019,940.80

Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives on and after Tuesday, the first of February next.

The outstanding certificates of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones,	William H. Webb,
Charles Dennis,	George W. Barnham,
W. H. H. Moore,	Frederick Chaucey,
Henry Cort,	Charles F. Burdett,
Lewis Cullis,	Francis Skiddy,
Charles H. Russell,	Robert B. Minturn,
Lowell Holbrook,	Robert L. Stuart,
Royal Phelps,	James G. DeForest,
David Lane,	Alexander V. Blake,
James Bryce,	Charles D. Leverich,
Daniel S. Miller,	Charles H. Marshall,
William Sturgis,	Adolph Lemoine,
John Elliott,	George W. Lane,
William E. Dodge,	Adam T. Sackett,
Joshua O. Low,	Thomas F. Youngs,
C. A. Hand,	Horace Gray,
James Low,	Winthrop G. Ray,
John D. Brewster,	Samuel Hutchinson,
Edmund W. Corlis,	

JOHN D. JONES, President,
CHARLES DENNIS, Vice-President,
W. H. H. MOORE, 2d Vice-President.

Feb 17 '76

Fog Horns.

The attention of Owners and Masters of Sailing Vessels is called to the Circular of the Secretary of the Treasury, No. 110, dated December 6th, 1874, in regard to the use of

FOG HORNS.

Extract of an "Act to provide for the better security of life on board of Sailing Vessels," Section 47. And every such sailing vessel that shall be navigated without complying with the provisions of this section, shall forfeit and pay a sum not exceeding **Two Hundred Dollars**, one-half to go to the informer; and every such vessel so navigated shall be liable, and may be seized and proceeded against by way of libel, in any District Court of the United States having jurisdiction of the offence.

The Horns designated as meeting the requirements of the law may be found at

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MAY 7 '73

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Feb 75 17

THE
New-York Times.
A Political, Literary, and General
Newspaper.
DEVOTED TO REFORM
IN
MUNICIPAL, STATE, AND GENERAL GOVERNMENT.
ESTABLISHED 1851.

In 1856 The New-York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and good of the country.

As a family paper, The Times has always borne a very high reputation throughout the United States. It is free from allobnoxious political advertisements and reports, and upon no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The disgraceful lures of quacks and medical pretenders, which clutter so many newspapers of day, are nowhere to be found in the columns of The Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous journals and has opposed these theories from the first. It has also resisted all such articles as are frequently made, and which have led to so much misery and crime.

As a political journal, The Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of any leaders. Its attitude is that of independent criticism. It has no principles, but it is faithful to the convictions and aims upon which the Republican party is based, but it is not the mouthpiece of a clique. It was not originally established to receive "orders" from any party, or to receive any "favors" whatever from the party with which it has been identified. It has supported the Republican Party in the past often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. But its support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of the party to whom it is closely to these principles in the important canvass which will shortly engage the attention of the people of the whole country. Great issues are at stake, and it will need all the courage and press to stand on the right side. The Democratic Party is substantially in for inflation, which is a wretched first step toward repudiation. The Republican Party is in favor of a return to specie payment, and it is the duty of that party to keep faith with the national creditor; and thus of preventing widespread ruin and irreparable national dishonor. This issue alone would lead the Times to stand firmly by the Republican Party. The Democratic Party now boasts loudly of its "Reforming" spirit, but with Tammany Hall in New-York, and a party of inflation and repudiation in other States its professions are of little value.

In the Presidential canvass, The Times will strive to get the best candidates nominated and afterward to render them a hearty support. It will take no part in personal intrigues, but will seek to be ready to defend leaders and candidates who are true and faithful representatives of the people.

Its Editorial Columns will be conducted with a spirit of fairness and impartiality, free alike from self-interest, biases, political jobbery, or undue favoritism.

The Sunday edition of The Times includes in addition to all the news, selected and arranged for the family, the most varied and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper. Among the contributors of original stories or articles to the paper are Messrs. H. W. De Forest, Thomas Hardy, Dutton Cook, William Black, and negotiations are being carried out with many other distinguished authors.

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The SUNDAY EDITION, per annum, 2

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The Whalemens' Shipping List.

NEW BEDFORD:

(TUESDAY MORNING, APRIL 11, 1876.)

REMOVAL.

On and after this date, the office of the WHALEMEN'S SHIPPING LIST, is removed from No. 21 Hamilton to No. 4 South Second Street, New Bedford, February 7th 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending April 10, 1876.

	Bls.	Bls.	Lbs.
	sp.	wh.	bone.
New Bedford.	1,800	15,000	
Ship Europe.			
New London.			
Schr Flying Fish.	200		
L F Simmons.	500		
Total.	2,500	15,000	
Previously.	3,500	15,000	
From Jan. 1. to date.	3,500	15,000	
Same time last year.	3,500	15,000	
Exports for the week ending April 10, 1876.	1,500	12,000	
Previously.	3,500	15,000	
From Jan. 1. to date.	3,500	15,000	
Same time last year.	3,500	15,000	

NEW BEDFORD OIL MARKET.

For the week ending April 10. Sperm.—The market has been very quiet since our last, the only sale being 33 bls. for manufacture at \$1.50 1/2 gallon. WHALE.—Is not very active, a sale was made of 430 bls. old Northern for manufacture, on private terms.

FOREIGN OIL MARKET.—The circular of Messrs. Bowen, Game & Co., dated London March 23d, says:—Crude Sperm is very dull, with sellers at 62 1/2 ton. WHALE.—Quotations in America continue to advance, the price paid for Arctic Bone being equal to about 6000 p. ton. Here there is none of any kind offering, our small stock being held by our cutters.

LETTERS.

A letter from Capt. Osborn, of bark Osmani, of this port, reports her at Talcahuano, February 14th, having taken 40 bls. sperm and 75 do. whale oil since leaving Fayal. Was bound to Kodiak and Bristol Bay, and thence to Off Shore Ground. All well.

A letter to the Exchange News Room dated Talcahuano, February 23d, reports no date, off Guafio, bark Mary & Susan, Handy, New Bedford, 1 whale.

A letter from Capt. Bouldry, of bark Arnold, of this port, reports her at Pernambuco, March 6th, with 75 bls. sperm oil since leaving Fayal. Reports spoke January 20th, bark Andrew Hicks, Howland, Westport, nothing this season, who reported a few days previous, bark Janus, Gifford, New Bedford, oil not reported; 27th, bark Commodore Morris, Winslow, do. one whale this season; 30th, Spartan, Tripp, do. one whale making 120 bls.—100 all told; February 11th, Hope On, Baker, do. 160 bls., who reported bark Pacific, Borden, do. 100 bls. since leaving Fayal; 17th, Jan. 25, 40 1/2 bls. bark Draco, Peaks, do. one whale this season—who reported no date, bark Adeline Gibbs, Snell, do. 230 bls. Up to date of letter there had been a great deal of bad weather, and whales scarce.

A letter from Capt. Dowdon, of bark Lancaster, of this port, reports her on Elver la Plata Ground, February 15th, with 200 bls. sperm oil since leaving Fayal.

A letter from Capt. Smith, of bark Ohio, 2d, of this port, dated Fayal, March 3d, gives the names of the boat's crew lost:—Frank E. Gifford, 2d mate; Joe Rowlands, boatsteerer; Warren Farro, John Rose, James Lombro and Antone Bettencourt.

MIDDLEBOROUGH RAILROAD.—At the meeting at City Hall on the evening of the 5th inst., of persons interested in the Middleborough Railroad enterprise, Henry Field, Jr., president, Mr. George L. Stearns made a statement in behalf of citizens of the action of the Mayor and Council in refusing to submit to the people the question of subscribing \$100,000 in aid of the project. The meeting was addressed by Messrs. Field, Van Campen, Brotherson, William Henry Johnson, Esq., Henry Taber, 2d, and Josiah S. Bonney, and a committee was appointed to confer with the citizens committee relative to further action. The committee consists of Hiram Van Campen, Josiah S. Bonney, Gen. James D. Thompson, Pardon Devoll, William Henry Johnson, Esq., Levi Salisbury, Thomas B. Hathaway, Daniel Homer, and Thomas B. Wilcox.

At a meeting of City Council on the 6th inst., James B. Congdon was elected City Treasurer, Henry T. Leonard City Clerk and Hiram Webb City Auditor. Five thousand dollars was appropriated for the Fourth of July celebration. It was voted to call an election on the question of the city subscribing \$150,000 to the capital of the proposed railroad to Middleborough, conditional on a subscription of \$200,000 by outside parties.

The marine disasters to vessels belonging to or bound from American ports during the month of March, numbered sixty-nine, the total value of the vessels lost, exclusive of cargoes, being estimated at \$1,600,000. This is the heaviest monthly loss for a long while, and it was most all caused by the recent equinoctial gales. The losses comprise four steamers, eight ships, twelve barkas, seven brigs and thirty-eight schooners. Several of the shipwrecks were accompanied with heavy loss of life.

It is understood that the owners of the Strathmore, the British emigrant ship which was lost among the Crozetie group, have decided suitably to acknowledge the humane and generous conduct of the captain of the American whaler Young Phoenix, of this port, who rescued and treated with great kindness the surviving passengers and crew.

In the Rhode Island State election last week, the Prohibitionists polled enough votes to defeat the election of Governor by the people, but as the Legislature is Republican, Mr. Lippitt's election is certain. In the Legislature the Republicans have a majority of 72 on joint ballot, as compared with 58 last year.

The Emperor Dom Pedro II. arrived at Para on the 5th inst., and together with the Empress and suite were welcomed with public honors. In the afternoon of the same day the royal party sailed for New York, where they may be expected about the 15th inst. The following is said to be the programme of the Emperor's tour in the United States: After arrival at New York and obtaining proper quarters for the Empress, Dom Pedro will make a trip to San Francisco, returning in time to take part in the opening ceremonies of the exhibition at Philadelphia. The ceremonies over, the Emperor will make a trip through the coal and oil regions of Pennsylvania, to Cincinnati, Louisville and the Mammoth Cave of Kentucky, thence to St. Louis and descend the Mississippi river to New Orleans. The Emperor will return to Philadelphia and spend 15 days inspecting the Centennial. His Majesty will then go to New York and enjoy the trip up the Hudson, visiting Saratoga and Niagara Falls, and then cross to Canada, going as far as Montreal. Boston will be his next point of interest, whence his Majesty will sail for Europe on the 12th of July.

The United States Senate on the 4th inst., in executive session rejected the nomination of Richard H. Dana, Jr., as Minister to England. The vote was 36 to 17. This is exactly what should be expected of a Senate bigoted in its devotion to the corrupt and miserable traditions of partisanship. Sickles was sent to Spain, Cramer to Copenhagen, Schenck to England—but the only respectable nomination made by Grant during seven years in the Executive office is thrown out at the instigation of Butler. The Democratic Senators arrayed themselves against the President's nominee because no talent of secession can be detected in Mr. Dana's work on jurisprudence. Rejecting Mr. Dana, the Senate has deprived the country of the services of a diplomat whose nomination was received here and in England with enthusiasm.

The Northeast gale on the 4th inst., was more severe at Vineyard Haven than for many years. The bulkhead along the lands of Oak Bluffs for half a mile was entirely washed away by the high tide, and the track of the Martha's Vineyard Railroad is badly injured. Several small cottages were blown from their foundations, and boats and small craft were sunk or carried ashore and badly damaged. The transfer boat Maryland, went ashore after smashing into several schooners at anchor, and her upper works were badly damaged.

Dr. Nathan Durfee, an old and highly esteemed citizen of Fall River, and one of the largest landholders in Bristol county, died at his residence in that city on the 6th inst., aged 78. He was graduated at Brown University and after graduating studied medicine, but after his marriage gave up the practice. He took great interest in agricultural matters, and was for several years President of the Bristol County Agricultural Society and at the time of his death President of the Fall River Manufacturing Company.

The New York Sun says of the rejection by the Senate of Mr. Dana's nomination to be Minister to England:—This is the same Senate which only the other day confirmed the nomination of E. C. Billings of New Orleans, a notorious scamp, to be District Judge in Louisiana. It is an honor to be rejected by the Senate which confirmed Billings.

The action of the Senate shows that General Butler is the presiding genius in that body. Under the Tenure of office act, Schenck is still Minister to England.

The United States Senate bill reducing the President's salary to \$25,000 was passed on the 6th inst., by the House in the strongest possible order and without division. A suggestion was made by a Republican member on the floor that the President is now in a dilemma. If he signs the bill he will virtually admit that he didn't need the \$25,000 additional, and consequently will be morally bound to refund. If he vetoes the bill there will be a grand outcry. It is very likely, however, that he will let the bill become a law without his signature, a practice not uncommon with him this session.

United States Treasurer New, is of opinion that under the operation of the specie resumption act the National Bank currency will be contracted \$100,000,000 by January 1st, 1877. Comptroller Knox estimates the amount of contraction at \$60,000,000. Yet the inflationists voted for this bill under the impression that it was an anti-contraction measure.

Richard Stockton, son of the late Commodore Stockton and grandson of Richard Stockton, one of the signers of the Declaration of Independence, died at his residence at Princeton, N. J., on the 5th inst., in the fifty-third year of his age. He was for many years a Director in the Camden and Amboy Railroad Company.

The Wamsutta Mills in this city, turned out last month nearly twelve hundred thousand yards of cloth, a production largely in excess of any previous month.

The Massachusetts Senate by a vote of 22 to 6, has defeated the bill forbidding the acceptance of free railroad passes by members of the Legislature.

The London Daily News of the 6th inst., severely condemns the course of the United States Senate in rejecting the nomination of Mr. Dana as Minister to England.

The average postal receipts in twenty-two cities of the Union shows that the citizens pay an annual per capita of \$2.01 for postage. Of these cities Boston pays the largest sum amounting to \$961,234, or \$3.80 per head, New York pays \$3.18, and Chicago \$3.03.

THE DYNAMITE FIEND.—The second official report published at Bremen of the results of the investigation of the dynamite explosion at Bremerhaven some months ago fully confirms in outline the name, antecedents and connection of the villain Thomas, to the following effect: That his real name was Alexander Keith, Jr.; that he was born in Halifax, Nova Scotia; that he was a staunch friend of the South during the civil war, that he harbored and aided blockade runners and became one himself, and that he absconded from Halifax in 1864, with \$150,000 or \$200,000 entrusted with him by the Confederates to buy provisions for the Southern army. The report states that the amount embezzled was equal to the larger amount above mentioned, and included \$32,000 insurance on the steamer Caledonia, lost at sea.

Keith subsequently lived in New York as Alexander King Thompson, but his connections there are unknown. In 1865 he appeared at Highland in possession of \$30,000. He married there Miss Cecily Paris. A Confederate Colonel named Smoot, whom he had defrauded, had him arrested and taken to St. Louis, where the matter was compromised, he fearing other prosecutions. In 1866 he came to Europe with his wife. No accessories to the Bremerhaven crime have been discovered. The model submitted by Herr Fuchs is the original work made to order for Keith by the workman Rinn. The report concludes by stating that the inquiries in England are not yet definitely concluded.

SILVER COIN.—There was an unusually interesting debate in the United States House of Representatives on the 16th ult., on the question of issuing the silver coin in the Treasury. The principal speeches were those of Hewitt of New York and Judge Kelley, one from each side of the House, but both on the same side of the question under consideration. The first was a carefully prepared and very strong argument, the weakest point of which was an appeal to political prejudice contained in the assertion that, because the Secretary of the Treasury has already authority to issue the silver, his asking for special instructions to issue it is an attempt to cast the onus of any failure on the Democratic party. Mr. Kelley was assailed with some pretty sharp questions by Messrs. Hoar and Garfield upon the argument that it would be robbery to make the laborer take as a dollar a coin worth less than a dollar. The Judge having warmly eulogized the greenback, the question was put to him, why the laborer was robbed by being obliged to take stamped silver of an intrinsic value at all. But this and several similar interrogations he evaded with a dexterity which set the House in a roar.

In the case of William H. Keith vs. the Granite Mills of Fall River, Judge Rockwell of the Superior Court in Taunton, the jury returned a verdict for the defendants. This was a case in which the plaintiff sought to recover damages for the death of Almira Keith, who was killed, with others, in attempting to escape from the sixth story of the Granite Mills at the fire in 1874. E. L. Barney and H. M. Knowlton of New Bedford, appeared for the plaintiff; George Marston, T. M. Steenson of New Bedford and J. M. Morton, Jr., of Fall for the defendant.

The Connecticut State election has resulted in the re-election of Governor Ingersoll by a diminished majority. Both branches of the Legislature are largely Democratic. The Congressional election in the Third District resulted in the choice of John T. Wait, Republican. The Legislature will have the choice of an United States Senator to fill the vacancy caused by the death of Senator Ferry. James E. English will probably be elected.

The city of Matamoros was captured by the Mexican revolutionists on the 2d inst., without firing a shot. Dias' army is in full possession of the city, and it is thought that the revolutionists will obtain command of the government.

The Oil Works of Dinslow & Co., in Brooklyn, N. Y., were burned on the 4th inst. A tank contained 500 gallons of burning oil ran down the river and set fire to a schooner, which burned to the water's edge.

The bill in equity, brought by the United States in the Circuit Court to compel the executors of Oakes Ames to satisfy a judgment of \$204,962, entered in the Circuit Court of Louisiana has been dismissed with costs, on the ground that the suit had been prosecuted against other parties mutually interested.

The Bay State Straw Works at Middleborough, enlarged during the Winter now furnishes employment to about 270 persons, besides 1,200 women and girls who are engaged sewing hats and bonnets at their homes.

Professor Proctor delivered three astronomical lectures recently before an audience of seventeen hundred people in Minneapolis, Minn., a frontier town which twenty-five years ago, was an Indian reservation.

The receipts for patents for the month of March were \$80,450, which are the largest ever known, and are \$10,000 in excess of the receipts for the same month last year.

The Iowa City Press traces back the fall of Secretary Belknap to the marriage of President Grant's daughter, because she was not married in a calico dress and a gingham sun-bonnet.

It is proposed to use nickel plating to preserve marine compasses from rust, as it does not appreciably effect the magnetization.

Jefferson Davis is to sail for Europe on the first of May for the purpose of establishing a direct trade with the cities of the Mississippi valley.

THE PERILS OF PATAGONIA.—Letters have been received at Noank, Conn., from Captain W. S. Chesebro of the Charles Shearer sealing schooner, bringing news of the death of the captain's brother Elihu second mate of the schooner, and several of his men. Elihu had been landed on one of the islands on the Patagonia coast with a boat's crew to take seal, while the captain was gone about a month to procure anchors and chains which he had carried away. On his return he found that Elihu had tried to land on another island on or about November 1, and was lost with all but one of his boat's crew. About a month afterwards Captain Chesebro himself left his vessel with a boat's crew to make a landing at Terra del Fuego, to trade with the Indians.

Captain Chesebro, though not anticipating trouble, took a repeating rifle to shoot game, and noticing before he left the vessel that but two chambers were loaded had the weapon full charged. They landed safely, and on approaching the dwellings of the Indians the latter ran out and attacked them with great fury with clubs, spears and hatchets. The first man killed was the survivor of the lost boat's crew, whose head was split entirely open. Another was stabbed with a spear and died some time after reaching the vessel. Captain Chesebro with his repeater killed four of the savages, and kept the rest at bay till the survivors reached the boat and got off.

A number of fashionable weddings are on the tapis in New York city.—Mr. Chetworth, a Washington lawyer, to a daughter of Hon. Fernando Wood; Hon. Moses H. Grinnell, ex-Collector of the port, to Mrs. Paren Stevens; Chandler Robbins, to Senator Frelinghuysen's daughter; and last not least, James Gordon Bennett, to Miss May, "whose wedding outfit will be as grand and elaborate as an unlimited outlay of money can make it." Mr. Bennett is having his house at Newport prepared for his future bride, a building a large steam yacht, and has besides no less than twenty thorough bred horses, packs of hounds, a dozen carriages, a four-in-hand coach, ponies, and a newspaper.

An insurance case in the Superior Court, New York, Tucker vs. the New York Mutual Insurance Company, resulted in a verdict for the plaintiff for \$18,508. The claim was for insurance on a cargo of muskets shipped for Matamoros for the Mexican patriots during the French invasion, but which did not arrive until the war was over and the cargo unsaleable. On the voyage home the ship's cargo was lost and the company refused payment on the ground of fraud. An appeal will be taken.

Another bubble has burst, the Diamond Ledge Mine of Peterborough, N. H., having collapsed. The property, consisting of land, boarding house, mill and machinery, wood and other articles, was sold at auction last week for \$6,000, not one tenth of their cost. The papers solemnly assured their readers that the ore in this mine paid \$150 to the ton.

The burning of lime has become a business of considerable magnitude at Reading, Pa., and about 150,000 bushels are burned in and near the city annually. Some of the stones are quarried in the immediate vicinity, while the rest are brought from Meyerstown, Norristown and Springfield. Altogether about seventy hands are engaged in this trade.

The wife of a Norwegian living in Decorah, Iowa, has recovered \$9,500 from a druggist as damages on account of the latter having sold liquor to the husband, who was so badly frozen while intoxicated as to necessitate the amputation of both hands and feet.

William Long, aged 28 has been arrested in Boston, charged with embezzlement and obtaining money by false pretences. He claimed to be Superintendent of a Cotton Mill in Middleborough and also owner of considerable land. He managed to get \$500 in money, to close a contract for stone to enlarge the Mill, and also sell shares in the manufacturing property to other parties.

MARRIED.
In this city, Mr. John Walters, of this city, to Catherine Hall, of Lancashire, England.

DIED.
In this city, 1st inst., Mary McManis, 16 years and 4 months; Lucie A., widow of the late Charles Sherman, 50; 3d, Charles G. Gifford, 54 years and 3 months; 4th, Mary T. Sylvia, 25; 5th Alice Amelia, daughter of Thomas and Olivia G. Lapham, 4 years, 8 months and 4 days; George I. Allen, 29 years, 9 months and 17 days; Harriet, wife of Thomas Akib, 66.

In Fairhaven, 10th inst., Robert H. Andrews, 87 years and 9 months.
In East Fairhaven, 1st inst., Henry F. Weedon, 51 years and 10 months; 2d, Emma B., daughter of Dennis and Phoebe Stephens, 13 years and 6 months.
In Acushnet, 3d inst., William B. Taber, 73 years and 6 months.
In Taunet, 23th ult., Nelson Waterman, 62; 5th inst., Capt. Charles B. Swain, 2d, 69 years, 2 months and 11 days.

FOR THE AZORES.

THE Al Clipper Bark MODESTA will run as a regular packet between Boston and the Azores Islands, leaving Boston on the 16th inst.
For freight or passage apply to Capt. WILLIAM LEWIS, No. 4 Taber's Wharf, New Bedford, MEDINA BROTHERS, 39 Lowie Wharf, Boston.
MANUEL J. SEQUEIRA, Fayal, W. I.
or SILVA, CABRAL & CO., 17 St. Michaels, W. I.

NOTICE.

CITY CLERK'S OFFICE, City of New Bedford, April 1st, 1876.
THE Committee on Licenses will be in session at this office on Monday the 17th inst., at 12 o'clock P. M., for the purpose of hearing objections if any there be against the erection and maintenance of a Steam Engine and Boiler by Herson, Tucker & Co., at their factory, 102 North Water street, and by Thomas J. Gifford & Co., at their place of business, No. 32 William street.
Per order of the Committee on Licenses, HENRY T. LEONARD, City Clerk, apl4/76

ALABAMA CLAIMS.

An Act has been passed by Congress, allowing further time within which claims for direct losses can be filed before the Court of Commissioners of Alabama Claims. Officers and mariners on board ships destroyed by the Shenandoah after February 13, 1865, or by the Alabama or Florida, are entitled to compensation for personal effects and wages. For information, apply at once at the office of MARSTON & CRAIG, 35 North Water street, New Bedford, Mass. apl4/76

SEND 25c. to G. P. ROWELL & CO., New York, for Pamphlet of 100 pages, containing lists of 3,000 newspapers, and estimates showing cost of advertising. mch7/76

SPECIAL NOTICE.

NEW BEDFORD RAILROAD.

On and after MONDAY, March 20th, 1876, the INWARD passenger trains, after landing passengers at the Pearl street station, will be run to Commercial Wharf, to accommodate those who wish to be landed in that section of the city.
OUTWARD passenger trains will leave Commercial Wharf at 7.15, 7.45, 10.05 A. M., 3.25, and 4.55 P. M.
On INWARD trains, all baggage will be left at the Pearl street station, unless the passenger owning the baggage requests the Conductor to have it sent to Commercial Wharf.
WARREN LADD, Sup't.
New Bedford, March 18th, 1876.

\$5 to \$20 per day at home. Samples \$1 free. STINSON & Co., Portland, Maine. mch7/76

WANTED.

We will give energetic men and women Business that will pay from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. Particulars free, or samples sent several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address J. LATHAM & CO., 419 Washington St. Boston, Mass. P. O. Box 2, 154. mch7/76

\$12 a day at home. Agents wanted. Outfit and terms free. TRUE & CO., Augusta, Maine. mch7/76



WITH A NEW AND ELEGANT STOCK

SPRING CLOTHING.

SUITABLE FOR MEN, YOUTHS, AND BOYS, AT THE VERY

Lowest Market Prices,

AT

CHARLES FISHER'S

POPULAR

Clothing House,

64 PURCHASE STREET,

NEW BEDFORD, MASS.

[OPPOSITE CITY CLOCK.]

CHARLES R. SHERMAN,

DEALER IN

NAUTICAL, MATHEMATICAL, AND

OPTICAL INSTRUMENTS,

Charts, Nautical Books, Patent

Logs, Stationery, &c.,

No. 49 North Water Street,

NEW BEDFORD.

SEXTANTS, QUADRANTS, SPY-GLASSES

COMPASSES, &c., repaired in a workmanlike

manner, and on reasonable terms.

All orders thankfully received and

promptly executed. 1y

RICHARD S. HOWLAND,

SHIPPING

AND

COMMISSION MERCHANT,

No. 313 Davis Street,

SAN FRANCISCO,

California.

P. O. Box 382.

REFERENCES: George & Matthew Howland, Ivery H. Bartlett & Sons, William W. Crapo, Esq., Charles Brewer & Co., Boston. Owen & Clark, Providence. E. A. Mauriac, 44th Nat. Bank, New York. mch29/76

PANAMA—U. S. C.,

GEORGE F. WILSON. JOHN BRAKEMEIER

WILSON & BRAKEMEIER,

FURVEYORS TO THE AMERICAN AND

ENGLISH NAVIES, SHIPPING AND

COMMISSION MERCHANTS.

ALL BUSINESS connected with

WHALES carefully attended to.

Exchange bought and sold.

REFERENCES.

Messrs. I. H. Bartlett & Sons,

Loum Snow, Jr.,

William Lewis.

1y

PURE TEAS—IN SEALED PACKAGES

Direct from China and Japan.

DELIVERED AT YOUR OWN DOOR, fresh from the GARDENS of the GROWER.

Imported direct by

THE WELLS TEA COMPANY,

201 Fulton Street, N. Y.

THE difficulty of getting pure Teas of really fine quality in the United States has induced THE WELLS TEA COMPANY to ship their Teas in sealed packages direct from the gardens in which they are grown, and as a further guarantee of their being delivered in their genuine state, they entrust the sale of them only to reliable Agents—the name of the nearest Agent to you is printed at the foot of this advertisement—so that the Teas pass through none other responsible hands, and will be delivered at your own door as fresh as when they left the gardens of China and Japan; the price also is printed on each package, so that no error can occur.

Everybody buys Tea.

Everybody desires to buy it at first hands.

—The best quality at the lowest prices.

Everybody desires—which they find a Tea suitable to their tastes—to be certain of getting the same article always.

You can have all these advantages by buying of

The Wells Tea Company.

Because they import their own Teas, and sell them at wholesale prices—without the six or eight intermediate profits usually charged.

Because the quality is better at the price than is sold by any other house.

Because they have experienced in China and Japan enable them to make better selections than ordinary Dealers—and to import them with greater advantages.

Because they absolutely guarantee the quality of all their goods—and keep them to one invariable standard, so that you can always rely on them.

Because they do business for cash only—and therefore make no extra profit from good customers to cover losses by bad debts.

Because their Agents are responsible and reliable.

—Who deliver Teas precisely as received.

—The Company having once tried these you will not need to go elsewhere hereafter.

WANTED.—A Druggist, or other first-class merchant, in every town and city in the United States, to whom will be given the right to sell for that locality.

Whaler's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING APRIL 18, 1876.

NO. 9.

The Whaler's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY EREN. P. RAYMOND,

4 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance.

When paid STRICTLY IN ADVANCE. Single

copies 8 cents.

No paper will be discontinued until

all arrearages are paid, except at the option

of the publisher.

Advertisements inserted at 50 cents

per square for the first insertion, and 25

cents per square for each subsequent inser-

tion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive cir-

culation in the principal cities and towns

in New England, rendering it a valuable

medium for advertising.

A complete list of American Whaling ves-

sels with the latest report from each, is con-

tained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch

Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of

Genoa, N. Z.

A. W. PEIRCE & CO., Honolulu, Sand-

rich Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of

arrival, and the amount of Oil and Whale-

bone brought by each vessel.

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THE WEEKLY SUN.

1776. NEW YORK. 1876.

Eighteen hundred and seventy-six is the

centennial year. It is also the year in

which an opposition House of Representa-

tives, the first since the war, will be in

power at Washington; and the year of the

twenty-third election of a President of the

United States. All of these events are

sure to be of great interest and importance,

especially the two latter; and all of them

and everything connected with them will

be fully and freshly reported and expounded

in the Sun.

The opposition House of Representatives,

taking up the line of inquiry opened years

ago by the Sun, will sternly and diligently

investigate the corruption and misdoings

of Great Britain's administration; and will, it is

hoped, lay the foundation for a new and

better period in our national history. Of

all this the Sun will contain complete and

accurate accounts, furnishing its readers

with early and trustworthy information

upon these absorbing topics.

The twenty-third Presidential election,

with the preparations for it, will be mem-

orable as deciding upon Grant's aspira-

tion for a third term of power and plunder,

and still more as deciding who shall be

the candidate of the party of Reform, and

as electing that candidate. Concerning all

these subjects, those who read the Sun will

have the constant means of being thorow-

ly well informed.

THE WEEKLY SUN which has attained a

circulation of over eighty thousand copies

and is read by millions of people in every

part of the United States, and is read by

millions of people in every part of the

world, will be a thorough newspaper. It

will contain complete and accurate

accounts of all the news of the day, and

will be a complete and accurate

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GREAT CRY AND LITTLE BLUBBER.

BY W. H. MACY.

We knew by the smoke that so gracefully

curled,

On our weather beam, that a ship boiling

was near;

And we said, "If there's whales to be found

in this world,

A ship under short sail might cruise for

them here."

So we hoisted our signal for him to run down,

Down he came bringing with him the fat,

crispy smell

Of his blubber and driving the smoke, black

and brown,

In dense clouds in advance of his bows o'er

the swell.

Then we backed our maintopsail and luffed

to the wind,

To speak with the stranger who raised such

a smoke;

When the skipper saw our eager faces, he

grinned.

With a quizzical look at his mate ere he

spoke!

"Have you seen many whales?"

No, he said, "very few;

Indeed only one which I'm trying out now,"

"Was a little dead finback some passing ship

slew

With a bomb! "Why you're kicking up

such a great row.

That I thought you were blubber logged!"

"No not at all.

This is all I have got since I've been on the

ground,

And this is all smoke! though the oil is but

small,

I have stirred up Old Hallett for all that are

round.

So look at it and weep, for its strong enough

sure,

To bring tears to their eyes! Won't you come

aboard!" "No!"

Brace full and down tacks! all the fleet are

so poor,

And so hungry for blubber, no whales dare

to blow.

[Picked up a dead finback and trying out

that,

He has managed to stir up a terrible fuss."

Sure in this case the Latin quotation comes

pat,

"Parturit montes, et nascitur mus!"

WRS. HEPBURN'S COMPANION.

Mrs. Hepburn, a lady nearly eighty

years of age, but tall and erect, with large,

soft, black eyes, and a noble, yet sweet

face, sat in her boudoir, listening gravely

to the lamentations of her niece, a fussy,

overdressed woman, of forty, or there-

abouts.

The older lady, being a childless widow

of great wealth, was accustomed to re-

ceiving frequent visits from her numerous

relatives, and being called upon to sym-

thize in all their troubles.

More especially did her present visitor,

Jennie Harkner, make such demands upon

her time and patience.

Robert Harkner, the only son of the fussy

widow, a man of twenty-two, had been

from his babyhood the pride and darling

of his great-aunt, and rosy visions of his

inheritance of all her possessions haunted

his mother's dreams. From a child the

witty woman had trained her son to be all

his aunt desired, and from a child he had

sturdily resisted all attempts to force him

into a slavish hypocrisy.

It may have been this very manliness,

contrasting with the servile flattery of

the others, that had first won for him his

aunt's affection, and it is certain there was

a bond of love between them entirely in-

dependent of bank accounts and real-estate.

Feeling thus, Mrs. Hepburn gave her

niece grave attention when she said ve-

hemently:

"I am in such trouble about Rob."

"Trouble? Is he ill?"

"Oh, no; far worse than that."

"You cannot mean that he is in dis-

grace!"

"Oh, no indeed!" and the little woman

ruffled her ribbons as a bird does its feath-

ers.

"What is it then?" said Mrs. Hepburn

with a most unusual ring of impatience in

her gentle voice.

"He has fallen in love with a vulgar no-

body, and he declares he will marry her if

all the world oppose him! Oh, it is just

awful to hear him defy his own mother, as

he does, and such a mother as I have been."

"Who is the girl?"

"Goodness knows! I don't! She is a

teacher now in a Seminary at Green Val-

ley, where Rob has been visiting a friend!

An orphan, he says."

"She can scarcely be vulgar if she teaches

in the Green Valley Seminary. I know

something of the school, and no vulgar woman

would be allowed to teach there."

"Well, perhaps she is not exactly vul-

gar, but she has no money, no family! Oh,

Aunt Maria, if you will only use your in-

fluence with Rob he may see things in a

proper light, and give her up."

"What is her name?"

"Edna Seabright; and Rob is going up

again in July, because she has no home

but the Seminary, and will be there during

the holidays."

"How did Rob come to meet her?"

"She visits at the Holmes' place, where

he was staying."

"H'm! Well I will talk to Rob, but not

now. I go away next week for the Sum-

mer, and I would rather leave so impor-

tant a conversation until I return."

With this, as Mrs. Hepburn was known

to remain firm in all her plans, Mrs. Har-

kner was forced to be content, and the next

week Mrs. Hepburn left the city without

giving her Summer address to her dear

niece.

It might have somewhat astonished that

lady had she looked into the private sit-

ting-room of Mr. Holt, the Principal of the

Green Valley Seminary, in the early part

of July, to see Mrs. Hepburn conversing

with that gentleman, evidently upon the

footings of an old friend. Gentle Mrs.

Holt knitted busily, speaking now and

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
Men's White and Fancy Shirts, Underclothes and Drawers,
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF

WHALEMEN'S INFITTING AND OUTFITTING GOODS,
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,
WILLIAM R. WING.

JOHN WING
HIRAN W. WENTWORTH.



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & Co. having dissolved and given up their corner store,

SIMON DOANE

Will continue in the same business as heretofore at

NO. 55 UNION STREET!

where he will be happy to see all old friends and host of new ones "Who go down to the
city," and will endeavor to give satisfaction in all business transactions, and
will keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—
FURNISHING GOODS.

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.

The business hereafter will be conducted under the style of DOANE & Co.

P.S. Anyone in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

FOREIGN AND AMERICAN CLOYS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment
BEST QUALITY
Custom and Ready Made
CLOTHING
GENTS' FURNISHING GOODS
SHIRTS AND DRAWERS, Hats,
and Caps, PAPER COLLARS,
Etc., Etc.



Constantly kept on hand,
which will be sold at
LOW PRICES.

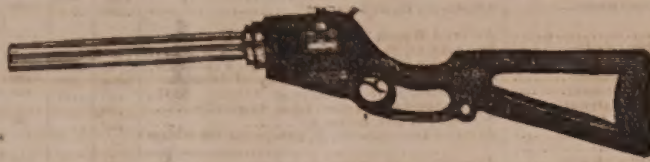
"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS

A cordial invitation is extended to my SEA-FARING FRIENDS to call and examine
my stock and prices elsewhere.

WHALEMEN ATTENTION!

Bomb Guns and Lances.

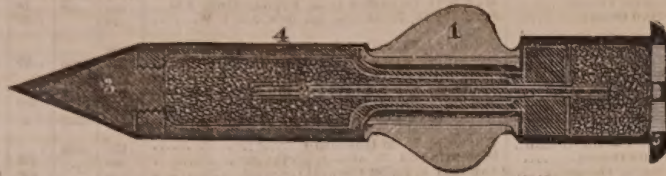


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED PATENT BREECH-LOADING BOMB GUNS,

— ALSO —

BOMB LANCES AND CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

ap478

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SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment. The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER,

JOSEPH R. REED.

DARIUS P. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOOM & CO.,

NO. 15 SOUTH WATER STREET,

NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle-
man's furnishings of every description, also a complete assortment of Cloths, Cassimeres,
Hats, and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect
Garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN.

FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,

MERCHANT



TAILOR,

No. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING, GENT'S FURNISHING GOODS,
Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,
Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

NEW BEDFORD RAILROAD.



Boston, Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 6th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, For

Boston, via Boston and Providence Railway
at 7.30, 10.45 A. M., and 3.40 P. M. Return
8.00, 11.10 A. M., and 4.35 P. M.

Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.

Providence, at 7.30, 10.25 A. M., 3.40, and 5.20
P. M. Return, 8.00, 10.50 A. M., 4.40, and 7.
40 P. M.

Taunton, at 7.30, 8.00, 10.25 A. M., 3.40,
and 5.20 P. M. Return, 9.00 A. M., 12.10,
5.45, 9.20, and from Dean street station,
4.20 P. M.

Myricks, at 7.30, 8.00, 10.25 A. M., 3.40 and
5.20 P. M. Return, 6.45, 9.20, A. M., 12.25, 4.40
and 6.00, P. M.

Howland's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.25 A. M., and 6.05 P. M.

East Freetown, at 7.30 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.10 P. M.

Brady's, at 8.00 A. M., and 3.40 P. M. Re-
turn 9.35 A. M., and 6.15 P. M.

Acushnet, at 7.30, 10.25 A. M., and 3.40 P. M.
Return, 9.45 A. M., and 6.25 P. M.

Worcester via Mansfield and South Fra-
mingham, at 3.40 P. M.

Lowell, at 3.40 P. M.

Fitchburg, at 3.40 P. M.

Fall River, at 7.30, 10.25, A. M., 3.40 and 5.20
P. M. Return, 11.15 A. M., and 3.55 P. M.

Newport, at 8.00 A. M., and 3.40 P. M. Re-
turn at 2.55 P. M.

New York, via Fall River and Stonington,
at 5.20 P. M. Return, at 5.00 P. M.

New York via Shore Line, at 7.30, 10.25 A. M.,
and 5.20 P. M. Sundays 8.45 P. M. Re-
turn, 8.00 A. M., 1.00 and 10.00 P. M. Sun-
days, 10.00, P. M.

LEAVE TAUNTON, For

Boston, at 6.25, 8.05, 11.10 A. M., and 4.30 P.
M. Return, 7.20, and 11.10 A. M., 9.00, 4
and 5.30, P. M.

Providence, at 5.25, 8.10, 11.10 A. M., and
1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
10.00 A. M., 2.00, 4.40, 6.20, and 7.40 P. M.

Passengers for Taunton and New Bedford
from way stations between Boston and
Mansfield, will take the trains which leave
Boston at 7.30, 10.30 A. M., and 4.00 P. M. to
Mansfield.

Passengers for way stations between
Mansfield and Boston, in the morning will
take the A. M. train from New Bedford,
and the 6.30 A. M. train from Taunton.

*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, For

Boston, Middleborough, Bridgewater at
7.29 A. M., and 2.40 P. M.

Mattapoisett, at 7.29 A. M., 2.40 and 4.40 P. M.

Marion, at 7.29 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.29 A. M., and 2.40 and 4.40 P. M.

Nantucket, at 7.29 A. M.

Plymouth, at 7.29 A. M., and 2.40 P. M.

LEAVE BOSTON, via Old Colony Railway
at 8 A. M., and 4.00 P. M.

LEAVE SANDWICH at 7.33 A. M., 2.58 P. M.

LEAVE HYANNIS, at 6.45, A. M., 2.05
P. M.

LEAVE TREMONT, at 10.10 A. M., 3.55 and
5.40 P. M.

LEAVE MARION, at 10.22 A. M., 4.10 and 6.59
P. M.

LEAVE MATTAPoisETT, at 10.24 A. M., 4.25
and 6.11 P. M.

Passengers from Way Stations on Old Col-
ony Railway will take the 3.55 P. M. train
from Boston.

sept 9, 1875. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a
copartnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union street, daily, (Sundays excepted
for Boston, Providence, Taunton and way
stations at 6.45 and 9.45. Mid-day Ex-
press from office 9.45. Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the United
States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Compons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.

This Express connects with steamer Mon-
ohansett for Wood's Hole, (Falmouth),
Holmes Hole and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.
Providence, 34 Dorrance street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.,
New Bedford, May 20, 1870.

DAVENPORT, MASON & Co.'s
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED,
FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 6th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co.
New Bedford, Sept. 3d 1867.

POTTER & CO.'S New Bedford and New York DAILY EXPRESS.

Via New Bedford and New York
Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—In New York, at 105 Wall
Street No. 346 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 19 Commercial Wharf.
Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets.

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owners
of Agents and masters of whaling vessels, that
they have succeeded in getting the consular
removed from whaling vessels visiting this port
for the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31½ gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:

A Package duty of twenty-four cents per bar-
rel Harbor dues, 23; Secretary's fee, 23; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home at the rate
of One Dollar and Twenty Cents per barrel (de-
liverable New York or Boston free of all other
charges except insurance, which will be effected
on the most favorable terms when required).

Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any persons offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Carlsle Bay,
from Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lazzaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 6th
of the following month. All letters forwarded
to our care will be safely received, and delivered
to the addressee. Masters of vessels calling on the
Harbor and not wishing to anchor may obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer
and will only incur the expense of that officers
fee—\$1.

New Bedford papers always on file for inspec-
tion.

W. P. LEACOCK & CO.
nov27/64 tf

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to
ship masters visiting this port in pro-
curing supplies.

Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.

Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.

Charges on goods addressed to our care
advanced, and added to Bill of Lading.

Particular attention paid to chartering of
vessels, Insurance effected, &c., &c.

je30/74 tf

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds
unfurnished at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.

sept10/67 tf

ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.

All business entrusted to my care
will receive prompt and careful attention.

References:—Charles F. Howland, Orisk
Smalley, New Bedford. ly dec8/74

New Bedford and New York

STEAMSHIP COMPANY.

APRIL 18, 1876.

OFFICE OF THE

Atlantic Mutual INSURANCE COMPANY.

New York, January 24th, 1876.
The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1875:

Premiums received on Marine Risks from 1st January, 1875, to 31st December, 1875..... \$5,340,021.88
Premiums on Policies not marked off 1st January, 1875, 2,455,372.87

Total amount of Marine Premiums..... \$8,295,394.75
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.
Premiums marked off from 1st January, 1875, to 31st December, 1875..... \$6,123,134.68
Losses paid during same period 2,712,068.3
Returns of Premiums and Expenses..... 1,217,477.26
The Company has the following ASSETS, viz.:

United States and State of New York Stock, City, Bank and other Stocks.....	\$10,314,946.00
Loans secured by Stocks, and other Securities.....	2,544,200.00
Real Estate and Bonds and Mortgages.....	367,000.00
Interest, and sundry notes and claims due the Company, estimated at.....	454,037.82
Premium Notes and Bills Receivable.....	2,076,360.50
Cash in Bank.....	363,402.40
Total amount of assets.....	\$16,019,940.82

Six per cent. interest on the outstanding certificates of profit will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next.

All outstanding certificates of the issue of 1875, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of Forty per cent. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones,	William H. Webb,
Charles Dennis,	George W. Burnham,
W. H. H. Moore,	Frederick Chauncey
Henry Cott,	Charles P. Burdett,
Lewis Curtis,	Francis Skiddy,
Charles H. Russell,	Robert B. Minurn,
Lowell Holbrook,	Robert L. Stuart,
Royal Phelps,	James G. DeForest,
Daniel Lane,	Alexander V. Blake
James Bryce,	Charles D. Leverich,
Daniels Miller,	Charles H. Marshall
William Sturgis,	Adolph Lemoine,
John Elliott,	George W. Lane,
William E. Dodge,	Adam T. Sackett,
Josiah O. Low,	Thomas F. Youngs,
C. A. Hand,	Hornce Gray,
James Low,	Whitthrop G. Ray,
John D. Bartlett,	Samuel Hutchinson,
Edmund W. Corlis,	

JOHN D. JONES, President.
CHARLES DENNIS, Vice-President.
W. H. H. MOORE, 2d Vice-President.

feb1 75

H. A. POLHAMUS H. A. POLHAMUS, JR.

H. A. POLHAMUS & SON,

SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, & C.,
OFFICE, 140 FRONT STREET,
NEW YORK.
ESTABLISHED 1841.
may7 72

PHINEAS WHITE, JR.,
—FURNISHES THE—
PENDULUM PUMP.

THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted for all kinds of vessels, as well as houses.

Mr. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of Plumbing on the most reasonable terms. Call at No. 74 William street.

feb75 1y

CHARLES R. SHERMAN,
DEALER IN
NAUTICAL, MATHEMATICAL, and
OPTICAL INSTRUMENTS.

Charts, Stationary Books, Patent
Logs, Stationery, &c.,
No. 49 North Water Street,
NEW BEDFORD.

SIXTANTS, QUADRANTS, SPY-GLASSES
COMPASSES, &c., repaired in a workmanlike
manner, and on reasonable terms.
All orders thankfully received and
promptly executed.

oct20 74 1y

PANAMA---U. S. C.,

GEORGE F. WILSON. JOHN BRAKEMEIER

WILSON & BRAKEMEIER,

PURVEYORS TO THE AMERICAN AND
ENGLISH NAVIES, SHIPPING AND
COMMISSION MERCHANTS.

ALL BUSINESS connected with
WHALES carefully attended to.
Exchange bought and sold.

REFERENCES.
Messrs. I. H. Bartlett & Sons, }
Loun Snow, Jr. } N. Bedford.
William Lewis. }

oct5 75 1y

THE TAUNTON COPPER CO.

OFFER FOR SALE
Yellow Metal and Copper Sheathing.
BOLTS, SPIKES, NAILS, & C.,
Old Metal taken in exchange for new
John P. Knowles, 2d, Agent.
Corner Commercial and Front Sts.
NEW BEDFORD, MASS.
apr2 72

I. H. BARTLETT & SONS,

(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles, &c.
ON COMMISSION.
NEW BEDFORD, MASS.
EVERY H. BARTLETT
EVERY H. BARTLETT JR
GEO. F. BARTLETT,

WE HAVE

O P E N E D

—OR—

WITH A NEW AND ELEGANT STOCK

SPRING CLOTHING.

SUITABLE FOR
MEN, YOUTHS, AND BOYS,
AT THE VERY
Lowest Market Prices,
AT
CHARLES FISHER'S
POPULAR
Clothing House,
64 PURCHASE STREET,
NEW BEDFORD, MASS.,
[OPPOSITE CITY CLOCK.]

PURE TEAS—IN SEALED PACKAGES
Direct from China and Japan.
DELIVERED AT YOUR OWN DOOR, fresh
from the GARDENS of their GROWERS.
Imported direct by
THE WELLS TEA COMPANY,
201 Fulton Street, N. Y.

THE difficulty of getting pure Teas of really fine quality in the United States has induced THE WELLS TEA COMPANY to ship their Teas in sealed packages direct from the gardens in which they are grown, and as a further guarantee of their being delivered in their genuine state, they entrust the sale of them only to reliable Agents—the name of the nearest Agent to you is printed at the foot of this advertisement—so that the Tea passes through none but responsible hands, and will be delivered at your own door as fresh as when they left the gardens of China and Japan; the price also is printed on each package, so that no error can occur.

Everybody wishes to buy at first hands—the best qualities at the lowest prices—Everybody desires—when they find a Tea suitable to their tastes—to be certain of getting the same article always.

You can have all these advantages by buying of

The Wells Tea Company.

Because they import their own Teas and sell them at wholesale prices—will not the six or eight intermediate profits usually charged.

Because the quality is better at the price than is sold by any other house.

Because their long experience in China and Japan enables them to make better selections than ordinary Dealers—and to import them with greater advantages.

Because they absolutely guarantee the quality of all their goods—and keep them to one invariable standard, so that you can always rely on them.

Because they do business for cash only—and therefore make no extra profit from good customers to cover losses by bad debts.

Because their Agents are responsible and reliable—who deliver Teas precisely as received—in the Company.

Because having once tried these you will not need to go elsewhere hereafter.

WANTED.—A Druggist, or other first-class merchant, in every town and city in the United States, to whom will be given the **SOLE AGENCY** for that locality.

Address for terms and full particulars,
THE WELLS TEA COMPANY
P. O. Box 4,560. 201 FULTON STREET, N. Y.
mch28'76-5t

H. B. MCKAY,
SHIPPING & COMMISSION MERCHANT,
IMPORTER OF AMERICAN PRODUCE,
SANTA CRUZ, TENERIFFE,
CANARY ISLANDS.

SOLICITS consignments of vessels, also of cargoes for transshipment to the United States.

N. B. The attention of Merchants and Consignees engaged in the whaling business is called to this port as being favorable for refitting their ships and forwarding them to the United States, it being a good harbor, a free port, and freightage proportionate at low rates. A vessel will be dispatched for New York in December or January of each year.

REFERENCE.—Messrs. Xaveria & Co., Field, 115 Wall Street, New York, to whom apply for further information.

Jan19'76 1y

WHALING GUNS.

THE subscriber flatters himself that his **THOMAS LANCE** for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same.

The Lances are for sale by the following Agents, and at the manufactory, by
J. A. BRAND,
Norwich, Ct., Feb. 29th, 1876.

AGENTS.

Edward P. Haskell, New Bedford, Mass.
Union Wharf Co., Provincetown, Mass.
Heman Smith, 21 Fulton street, Boston.
Crocker, Wood & Co., New York City.
Williams & Barns, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Parker & Co., Honolulu, H. I.
F. A. PARKER, Russell, Bay of Islands, New Zealand.

feb29'76.

HOBART TOWN—(Tasmania.)
ROBERT R. REX,
Shi-Chandler and Whaling
Agent.

Whalers' Stores of all kinds furnished at lowest prices.

Letters for American Whalers (forwarded to me, will) be delivered as addressed.

1y

oct28'75.

The Whalemens Shipping List,

NEW BEDFORD.
TUESDAY MORNING, APRIL 18, 1876.

REMOVAL.

On and after this date, the office of the WHALEMEN'S SHIPPING LIST, is removed from No. 21 Hamilton to No. 4 South Second Street.
New Bedford, February 7th 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending April 17, 1876.

	Bls.	Bls.	Lbs.
	sp.	wh.	bone.
New Bedford.	80	1,500	
Bark Helen Mar.	1,500		
"Mermaid."	1,500		
do. on freight.	101	301	
"Ceylon."	1,500		
Total.	1,741	1,801	
Previously,	2,588	12,028	68,230
From Jan. 1, to date,	4,329	19,228	68,230
Same time last year,	3,998	17,177	177,199

Exports for the week ending April 17, 1876:

	sp.	wh.	bone.
	sp.	wh.	bone.
Previously,	3,884	1,744	85,867
From Jan. 1 to date,	4,836	1,744	85,867
Same time last year,	4,836	1,744	85,867

NEW BEDFORD OIL MARKET.
For the week ending April 17.

SPERM.—Continues very quiet, with sales of 50 bbls. for export and 80 do. for manufacture, at \$1.45 per gallon.

WHALE.—The market is very dull, the only sale being 20 bbls. Humpback, for manufacture, on private terms. In New York, 50 bbls. Northern, ex-Young America, sold for export, on private terms.

WHALEBONE.—A sale is reported of 1,300 lb. Arctic, on private terms.

FOREIGN OIL MARKET.—The circular of Messrs. Bowles, Gamet & Co., dated London March 30th, says:—Crude Sperm continues dull, at \$30 to \$34 per ton. Whale Oil we quote at \$30 to \$35 as to quality, but none here.

WHALEBONE.—We sold a few days back a small lot of 22 cwt. Davis' Straits bone from second hands on usual terms at \$800 per ton, being the highest price ever known in this market.

IMPORTATIONS.

Per bark Helen Mar, at this port, 15th inst., from San Francisco, 101 bbls. sperm and 30 do. whale oil from bark Mt. Wollaston, to Swift & Allen, New Bedford.

Per bark Ceylon, at this port, 15th inst., from San Francisco, December 23d, 1,339 bbls. sperm and 30 do. whale oil from bark Acorn, to H. Bartlett & Sons, New Bedford; 1,136 do. do. from bark Camilla, and 164 do. do. from bark Mt. Wollaston, to Swift & Allen, do.; 1,090 do. do. from bark Java, to Matthew Howard, do.; 136 do. do. to Charles Brewer & Co., Boston. Total, 5,410 bbls. whale oil.

LETTERS.

A letter from Capt. Gifford, of bark Mercury, of this port, reports her at Cape Town, C. G. H., March 10th, having taken 180 bbls. sperm oil since leaving Bourbon. Bound to Western Ground, to touch at Fayal in August or September, and expected to be at home in November.

A letter from Capt. Howard, of bark Kathleen, of this port, reports her at St. Helena, March 12th, having taken 120 bbls. of sperm oil since leaving there in January. Was shipping oil by the R. W. Wood.

A letter from Capt. Potter, of ship Emma C. Jones, of this port, reports her at Tumbler, March 6th, having taken 40 bbls. sperm oil since leaving Fayal. Bound to the Off Shore Ground.

A letter from on board schooner William A. Grozier, Roberts, of Provincetown, reports her at St. Jago, February 29th, with 50 bbls. sperm and 30 do. whale oil since last report—470 sperm and 30 whale oil told.

The Directors of the New Bedford Railroad Company have appointed a committee to confer with the Boston, Clinton and Fitchburg Railroad Company upon the subject of a permanent consolidation of the two roads. The committee are—Messrs. Charles L. Wood, Joseph S. Fay, William W. Crapo, and Andrew G. Pierce. This action has been in compliance with a request of the Fitchburg Company. The opponents of consolidation probably hold a majority of the stock.

PARDONED.—A pardon was granted on Wednesday last, to Benjamin Baker, who was sentenced December 19th, 1873, to four years in the State Prison, for beating and wounding a sailor. It was granted for reason of good conduct in prison, and that two of his associates have served out their sentences.

An election will be held in this city on the 24th inst., to resolve the question of subscribing in aid of the proposed Middleborough Railroad.

INSANE.—Charles E. Sisson, formerly of this city, but now of Rochester, has been found to be insane, and was put in the lock-up in this city last week.

DIVIDENDS.—The Directors of the New Bedford Railroad, have declared their usual semi-annual dividend of 4 per cent., payable on the 30th inst.

The Boston & Providence Corporation will pay a dividend of \$4 per share May 15.

Obed Reynolds died last week in the Massachusetts State Prison, aged 31. He was convicted of murder in 1863, and sentenced to be hanged, but his sentence was commuted.

The suit of the United States against James Watson Webb, ex-Minister to Brazil, to recover \$45,000 was commenced in the United States District Court in New York on the 10th inst.

There are now 150 building erected on the Centennial grounds, in Philadelphia and more are going up.

A Cuban lady left \$31,000 in her will to be invested in lottery tickets, the prizes to be appropriated to the building of a church, but there wasn't enough to build one side of a pine pulpit.

With good calves at five cents a yard no woman can afford to be out of the fashion.

The Court of Commissioners of Alabama Claims have rendered the following judgments:—J. E. & G. Bowley, of Provincetown, for the loss of merchandise on the Varnum H. Hill, captured and bonded by the Florida, June 10th, 1863, \$3,712; Horace Montross, of New Bedford, loss of personal effects and wages by the destruction of the Edward Carey, a San Francisco whaler, by the Shenandoah, April 1st, 1865, \$1,730; John W. Peirce, of Acushnet, for loss of wages by the destruction of the Milo, by the Shenandoah, June 23d, 1865, \$250.

The following opinion of the Court in what is known as "war risks," has been delivered by Judge Jewell:

"Insurance Companies and Insurers cannot recover in this court, unless they show two things: First, that they suffered damage or prove losses by reason of the destruction of property by the Confederate cruisers, Alabama, Florida and Shenandoah after she left Melbourne; and second, that their business in insuring against war risks during the rebellion showed a net loss. Both of which being proved, they may recover a sum equal to the amount of such net loss in their business, if their loss by said cruisers amounted to the aggregate of such loss, but in no case greater than the amount of the net loss on such war risk business. In determining such net loss, the amount paid and received for re-insurance are to be taken into consideration."

Awards in the following cases were made under the above decision: Commercial Mutual Marine Insurance Company, New Bedford, Mass., \$43,247.12, with interest at 4 per cent.; Ocean Mutual Insurance Company, New Bedford, Mass., \$17,425.86, with interest at 4 per cent.; Mutual Marine Insurance Company, New Bedford, Mass., \$44,199.71, with interest at 4 per cent.

The following cases have been dismissed:—Reuben Freeman, of Provincetown, an office on the Varnum H. Hill, for loss of merchandise and wages; Manuel A. Pedro, New Bedford, for loss of personal effects and wages by the destruction of the Sophia Thornton; Pomeceno de Valle, New Bedford, for the same; William O. Brownell et al., New Bedford, claim for prospective catch of bark Martha, 2d; Antonio Gonsalves, New Bedford, for loss of merchandise by the destruction of the Gloconda; George Ralsbeck, New Bedford, a citizen of the British Empire, for loss of personal effects, &c., on the Express; Mary Eldridge, administratrix of estate of John P. Eldridge, of Barnstable, for loss of personal effects, &c., by the destruction of the Harvest, of Honolulu.

The payments of the claims are to be made between April 20th, and May 1st, and interest is to cease after May 1st.

IN MEMORIAM.—We have received from Messrs. Hussey & Robinson, publishers of the Inquirer and Mirror, a handsomely printed pamphlet of 54 pages, comprising a "Catalogue of Nantucket Whalers, and their Voyages from 1815 to 1870." During a considerable series of years of Nantucket was the acknowledged head-quarters of American whale-fishery, whereas at the present time, this once prosperous business, has become entirely extinct at that port, and "Nantucket has declined from the dignity of a great maritime port to be but a village in point of wealth and population, known chiefly as a pleasant place of summer resort." From 1800, the date usually assigned when the first white settlers of Nantucket began to hunt right whales in the vicinity of the island, to 1870, whales were taken in considerable numbers from the shore, and at that time there was a large sea-going fleet engaged in the business. At the breaking out of the Revolution in 1775, the Nantucket fleet amounted to one hundred and forty vessels, some of them extending their voyages to the Coast of Africa and Brazil, nearly all these vessels being lost by capture during the war. After the peace of 1783, business revived, and large vessels and longer voyages were undertaken, doubling Cape Horn. During the war with England of 1812-14 the business was again paralyzed, and a large portion of the fleet fell into the hands of the enemy. But with the proclamation of peace, in 1815, the business was resumed with energy, and for the next thirty years was successfully prosecuted with a fleet then numbering nearly a hundred sail.

Meanwhile New Bedford had taken the lead in the number of its whalers, and New London, Sag Harbor and other ports were competing in the enterprise, which consequently in 1842-3 was already being overdone, followed by a temporary decline in the price of oil, and it is from this date, that the whale-fishery of Nantucket, other causes operating, went steadily downward to its present extinction.

The catalogue comprises a complete list as nearly as could be ascertained of the Nantucket fleet from 1815 to 1874. Its perusal, as the publishers well remark, may well excite the honest pride of the descendants of those enterprising men who carried on the whale-fishery at the close of the last and present century. All have now passed away, and the memory of their lives will soon perish, unless some Old Mortality shall appear, to snatch their names from oblivion.

Appended to the Catalogue is a list of the names of Nantucket men who commanded ships engaged in the whale-fishery from French and English ports prior to 1812, comprising 58 vessels from French ports and not less than 83 from English ports, 27 of whom were of the Coffin family.

HARPER'S MAGAZINE FOR MAY.—This popular Monthly is at hand. The illustrated articles are:—The Wheeler Expedition in Southern Colorado; The Microscope—concluded; The Romance of the Hudson; Modern Dwellings; Old Philadelphia—second paper; and Naoman—a legend of the Hudson. The other articles are:—Mnemosyne—a Sonnet; To My Maple—a Poem; Cardinal Mephisto; Martyrs—a Poem; Just in Time—a Story; Garth—a Novel; To a Violin—a Poem; Rale—a Story; Alif-Laila—an Eastern Story; Gabriello and Adriana—a Dramatic Sketch hitherto unpublished; Daniel Deronda; Editor's Easy Chair; Editor's Literary Record; Editor's Scientific Record; Editor's Historical Record; and Editor's Drawer.

For sale by Edwin Davis.

The master carpenters in this city have voted to charge 35 cents an hour for journeymen, as heretofore.

Matters at Washington do not seem to improve. Every day something new turns up for the American people to be ashamed of, and it is doubtful whether, if one of the wings of the Capitol were turned into a Penitentiary, it would be large enough to hold all who deserve to go there.

John S. Delano, son of the ex-Secretary of the Interior, has been detected in a corrupt bargain with Surveyor General Reed of Montana, relative to "padding" drafts.

The fact that the amount of Babcock's expenses should be \$40,000, and that the assessment upon his political friends to defray the costs of his trial should be \$1,000 apiece, recalls the days of All Baba and the forty office-holders of his time.

Members of the Committee assert that responsible parties have proposed to give ample bonds for doing all the public printing at \$400,000 per annum less than it is now done.

It now turns out that Belknap, in resigning his office, acted on the suggestion first made to him by Clymer, whose blunders seems to be endless.

The impression prevails that General Babcock was the instigator of the famous safe robbery.

General Banks of Massachusetts, in the United States Senate on the 10th inst., advocated the passage of the Hawaiian Treaty bill, in a speech of two and a half hours.

The River and Harbor bill passed the United States House of Representatives on the 10th inst. The bill appropriates \$5,872,850, of which \$481,000 is for New England, \$67,000 for the Middle States and Ohio, \$1,627,000 for the Western States, the Territories and California, and \$113,850 for the Southern States.

At a Cabinet meeting on the 11th inst., it was agreed that Secretaries Fish, Taft and Robeson should proceed to New York and welcome Dom Pedro II., Emperor of Brazil, on his arrival at that port.

The House Committee on Commerce has authorized Representative Pierce to report the bill abolishing compulsory pilotage through any channel or strait within the waters of the United States.

Secretary Fish, in his recent note to Great Britain relative to the Ashburton Treaty has informed the English authorities that unless Winslow is returned in accordance with the provisions of that treaty our Government will hereafter refuse to surrender any person residing in this country for any crime committed on British territory.

The bill providing for the issue of silver coins of the United States of the denomination of 10, 25 and 50 cents in redemption of an equal amount of fractional currency has passed both Houses of Congress.

Alexander T. Stewart, one of the most eminent and successful of American "merchant princes" died in New York on the 10th inst., after a short illness occasioned by taking cold and resulting in inflammation of the bladder. Mrs. Stewart, her brother Dr. Clinch, and other friends attended his last moments. Mr. Stewart was born in Lisburn, Ireland, October 12th, 1803, and studied in Trinity College, Dublin, but did not take a degree, and in 1818 came to this country, and was during four years, engaged in teaching in New York. In 1822 he commenced business on a small capital of not exceeding \$1,500, always giving the closest possible attention to his business, and in 1860 his fortune was estimated at \$20,000, and at the time of his death is variously estimated at \$20,000,000 to \$40,000,000, according to the best judges not far from \$25,000,000. Wholesale and retail establishments combined, have sales as high as \$50,000,000 in one year, and at present near in the neighborhood of \$33,000,000 per annum. Mr. Stewart is said to have been more distinguished for acts of private charity than for those which came to public notice. During the famine in Ireland he sent over a ship loaded with provisions, and gave an opportunity for a hundred or more needy persons to return in her. He recently made the remark that he had made his fortune out of his trade with the ladies in New York, and he desired to honor the sex by giving a home to poor working girls. When after the great conflagration in Chicago he sent \$50,000 to that place he made a special request that the money be distributed among working-men exclusively.

Mr. Stewart's Will was drawn up by his brother-in-law, Mr. Butler, an Attorney in New York, some fifteen years since, and codicils have been added. Judge Hilton, a member of the firm since January, says: "Mr. Stewart employed 7,000 men in the city of New York and 1,000 in Europe. He kept fourteen mills going in this country, and had many houses in England and elsewhere in charge of operatives in those places. It would be a hard thing to discharge these men, and therefore business will be immediately resumed." Judge Hilton has been left in charge of the business to carry out his wishes.

Mr. Bierstadt has taken a plaster cast of the features of the deceased, which is said to be life like.

James F. Babcock, the State Inspector and Assayer of Liquors, has prepared his first annual report, giving the results of his analysis of several hundred samples of liquors procured from different parts of the State. One-fifth of the samples examined proved to be more or less adulterated; but in the majority of cases the adulterations were of a character which did not render the liquors more injurious than in their natural condition. In the samples of whiskey examined, tannin and catechu were found in several cases in considerable excess, having been introduced to increase the stringency; in one case carbolic acid had been added to produce a smoky flavor to imitate Irish whiskey; in other cases amylic or fusil oil had been added indicating a new or imperfectly aged spirit.

ALABAMA CLAIMS.—The following is the text of the bill recently introduced by Senator Sargent, and now under consideration by the Committee on the Judiciary:

"Be it enacted, &c., That in any case pending before the Court of Commissioners of Alabama Claims for the loss of a whaling vessel and outfit, it shall be the duty of said court, after it shall have determined the value of said vessel and outfit, to add twenty-five per centum thereto, and render a judgment in the case for the amount thus ascertained."

Sec. 2. That where a judgment has heretofore been rendered by said court for the loss of a whaling vessel and outfit, said court shall, on motion of the counsel for claimant or claimants, render an additional judgment in his, her, or their favor for a sum equal to twenty-five per centum of the value of such vessel and outfit.

Sec. 3. That upon all judgments heretofore rendered by said court the Secretary of the Treasury is hereby directed to pay interest at the rate of six instead of four per centum per annum, and upon all judgments hereafter rendered said court shall report the amount of interest at the rate of six per centum per annum, provided, that in case where interest has already been paid at the rate of four per centum per annum, two per centum per annum additional interest shall be paid by the Secretary of the Treasury."

The United States Supreme Court, on the 10th inst., decided the famous Osage Land Case, which has been so long pending. The decision affirmed the judgment of the Court below, and was in favor of the settlers. The amount involved was about \$30,000,000. It was the largest land case ever brought before the Supreme Court. Fully 15,000 persons are settled on the tract, with schools and churches. Mr. Joy, President of the Michigan Central Railroad, headed the combination which has been endeavoring to obtain this land.

The Northampton National Bank which put on an iron-clad chronometer lock after the robbery of its vaults two months ago, has been unable to unlock it since Saturday week, and realizes now, for the first time, the disadvantages of having its securities too secure. The door is now to be forced open by experts, while the Directors crouch with audibleness:

"Ah me, what evils do environ The man who meddles with cold iron."

A lady has recovered \$1,200 from the city of Boston for injuries by a defective highway.

The trade dollars are being practically driven out of circulation in San Francisco on account of the discount on them. Retail dealers refuse to accept them for over 90 cents. Halves are also refused in sums exceeding their legal tender, and have been at nearly as great a discount until within a day or two, when the practical demonetizing of the trade dollars caused the halves to appreciate slightly.

CREW LIST OF VESSELS SAILED.

Schooner Petrel, Capt. Philip H. Reed, sailed from this port April 14th, 1876, for the Atlantic Ocean. The following persons compose her crew:

Albert L. Robbins, of New Bedford, first mate; Charles E. Smith, of Westport, second mate and boatswain; Herbert T. Brightman, do, steward and shipkeeper; Joseph Bravo, New Bedford, boatswain; Henry W. Williams, do, cook; Jokung Cruse, do, Jeremiah Doyle, do, Joseph Montara, do, Clifton L. Tripp, Westport, Joseph L. Tripp, do, James J. Dower, New Jersey, James Blaney, Boston, Harry W. Dukes, Concord, Eugene Henn, New York, and Maurice Bohanan, Philadelphia, seamen.

MARRIED.

In this city, 6th inst., Mr. Henry O. Raymond to Miss Ella E. Miller, both of this city; 11th, Mr. Jeremiah Brightman to Mrs. Louisa M. Devoll, both of Westport; 12th, Capt. John Rounds, to Miss Emily M. Chase, both of this city; 14th, Mr. David Whiteside to Rebecca Whiteside.

In Myricks, 8th inst., Mr. Arthur J. Washburn to Miss Emma J. Gifford, both of Fairhaven.

LIED.

In this city, 10th inst., Lavinia T., only child of George T. and Mary S. Allen, 22 years and 8 months; Daniel A. Sweet, 7; 13th, Lydia B., wife of James L. Spooner, 22 years and 6 months; Marsena Washburn, 8; Hannah, widow of the late Nathan Bowman, 75 years, 3 months and 8 days; Clara A., wife of Loring P. Ashley, of Acushnet, 24 years and 8 months.

In Fairhaven, 12th inst., Elizabeth, widow of the late Luke Tobey, 87.

In Acushnet, 5th inst., Phineas Peckham, 71.

In New York city, 10th inst., Reuben N. Crowell, of this city, 39.

FOR THE AZORES.

The Al clipper bark MODESTA will run as a regular packet between Boston and the Azores Islands, leaving Boston on the 16th inst.

For freight or passage apply to Capt. W. L. LEWIS, No. 4 Tenth Wharf, New Bedford, to MEDINA BROTHERS, 39 Lewis Wharf, Boston. MANUEL J. SEQUEIRA, Fayal, W. I.

or SILVA, CABRAL & CO., St. Michaels, W. I.

april 17/76

ALABAMA CLAIMS.

An Act has been passed by Congress, allowing further time within which claims for direct losses can be filed before the Court of Commissioners of Alabama Claims. Officers and mariners on board ships destroyed by the Shenandoah after February 13, 1865, or by the Alabama or Florida, are entitled to compensation for personal effects and wages. For information, apply at once at the office of MORTON & CREW, 55 North Water street, New Bedford, Mass.

\$5 to \$20 per day at home. Samples \$1 free. STINSON & Co., Portland, Maine.

RICHARD S. HOWLAND, SHIPPING AND COMMISSION MERCHANT, No. 313 Davis Street, SAN FRANCISCO, California.

P. O. Box 382. REFERENCES: George & Matthew Howland, } N. Bedford; Ivory H. Bartlett & Sons, } N. Bedford; William W. Crapo, Esq., } N. Bedford; Charles Brewer & Co., Boston. Owen & Clark, Prov., N. Bedford; E. A. Manrice, 4th Nat. Bank, New York.

mech29/76

CITY OF NEW BEDFORD.

To the Marshal, or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:

In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Four, in said city, qualified as the law directs, to assemble at the City Hall, in said Ward, on MONDAY, the Twenty-Fourth day of April inst., at 2 o'clock P. M., to consult upon the public good, and to act upon the petition of persons and parties, and to take all lawful measures to obtain redress of any grievances," by causing this Warrant to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said city, at least seven days before the time appointed for said meeting.

Hereof, fail not, and have you then and there this Warrant with your doings thereon.

Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Fifteenth day of April, in the year one thousand eight hundred and seventy-six.

Per order of the Mayor and Aldermen, HENRY T. LEONARD, City Clerk.

NOTICE TO VOTERS.

NOTICE is hereby given that the Lists of Voters for the several Wards of the City of New Bedford, completed, Copies may be seen at the following named places:

WARD ONE.—At the store of George B. Macomber, 305 Purchase street.

WARD TWO.—At the store of William H. Campbell, 229 Purchase street.

WARD THREE.—At the store of Charles A. Bonney, 111 Purchase street.

WARD FOUR.—At the Union Store on North Sixth street, near Union street.

WARD FIVE.—At the store of the Acushnet Co-operative Association, corner of Third and Russell streets.

WARD SIX.—At the store of Albert G. Stanton & Co., corner of Third and Grinnell streets.

The voters of the City are requested to see that their names are properly registered, and the following persons are hereby called on to see if their names are correctly inserted:

Persons who have paid a tax assessed upon them in the State within the last year, and have been residents in the City since the first of May last.

Naturalized citizens, and persons who have reached their majority since the first of May last.

Those persons who have not paid a tax assessed upon them within two years, cannot vote.

No voter can have his name changed from the Ward in which he was assessed, unless he has resided continuously three months previous to the day of the election in the Ward in which he wishes to vote.

No person can be added to the voting lists after they are placed in the hands of the Ward officers, unless his qualifications as a voter shall have been determined by the Mayor and Aldermen, at a meeting held on or before FRIDAY, the 21st inst.

The Mayor and Aldermen will be in session at the City Clerk's office on FRIDAY, the 21st from 9 A. M., to 1 P. M., and from 2 to 4 P. M., for the purpose of inserting the names of voters who have reached majority since the first of May last, or have been naturalized since the first of May last, or have been assessed a tax since the first of May last, and who wish to have their names corrected or inserted, must bring their tax bills with them.

By order of the Mayor and Aldermen, HENRY T. LEONARD, City Clerk.

NOTICE.—WARD ONE.

CITY OF NEW BEDFORD, ss. To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:

In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number One, in said city, qualified as the law directs, to assemble at the building owned by Edward McGargie, No 336 Purchase street, near Austin street, in said Ward, on MONDAY, the Twenty-Fourth day of April inst., at nine o'clock in the forenoon, then and there to bring in their votes to the Warden "YES" or "NO" on the following question: "Will the City of New Bedford become an associate for the formation of an organization to be known as the New Bedford and Middleborough Railroad Company and subscribe the sum of One Hundred and Fifty Thousand Dollars to the capital stock of said Company to aid in the construction of a Railroad from New Bedford to Middleborough, as provided in chapter 372 of the Acts of 1874, when the additional sum of One Hundred and Fifty Thousand Dollars shall have been subscribed by good and responsible parties?" by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Hereof fail not, and have you then and there this Warrant, with your doings thereon.

Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Fifteenth day of April, in the year one thousand eight hundred and seventy-six.

Per order of the Mayor and Aldermen, HENRY T. LEONARD, City Clerk.

A true copy. Attest: PATRICK CANNAN, Constable.

NOTICE.—WARD TWO.

CITY OF NEW BEDFORD, ss. To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:

In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Two in said city, qualified as the law directs, to assemble at the Police Station House, on the 10th inst., at nine o'clock in said Ward, on MONDAY, the Twenty-Fourth day of April inst., at nine o'clock in the forenoon, then and there to bring in their votes to the Warden "YES" or "NO" on the following question: "Will the City of New Bedford become an associate for the formation of an organization to be known as the New Bedford and Middleborough Railroad Company and subscribe the sum of One Hundred and Fifty Thousand Dollars to the capital stock of said Company to aid in the construction of a Railroad from New Bedford to Middleborough, as provided in chapter 372 of the Acts of 1874, when the additional sum of One Hundred and Fifty Thousand Dollars shall have been subscribed by good and responsible parties?" by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Hereof fail not, and have you then and there this Warrant, with your doings thereon.

Witness, ABRAHAM H. HOWLAND, JR.,

Whaler's AND MERCHANTS' SHIPPING List.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING APRIL 25, 1876.

NO. 10.

The Whaler's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY E. B. RAYMOND,

4 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance, for 12 copies.

No paper will be discontinued until

all arrearages are paid, except at the option

of the publisher.

Advertisements inserted at 50 cents

per square for the first insertion, and 25

cents per square for each subsequent insertion.

Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circu-

lation in the principal cities and towns in

New England, rendering it a valuable

medium for advertising.

A complete list of American Whaling ves-

sels with the latest report from each, is con-

tained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch

Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of

Islands, N. Z.

A. W. PIERCE & CO., Honolulu, Sand-

wich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of

arrival, and the amount of Oil and Whale-

bone brought by each vessel.

Dis. Bbls. Bone.

JANUARY.

By Railroad, N. B. 40,885

7 Jos. Nickerson, N. Y. 101

11 Nile, N. B. 375 4,500

do. on freight, 136

25 Colon, N. B. 81

25 Gem, " 81

FEBRUARY.

2 Humber, Boston, 79

14 Azor, " 135

21 City of Dallas, N. Y. 151

27 Young America, " 2,994

27 Colon, " 69

30 Bart. Gosnell, N. B. 80

31 A. Blake, Marion, 82 20

APRIL.

1 Syren, N. B. 93 5,483

2 P. P. Simmons, N. L. 70

2 Flying Fish, " 385

7 Cleone, N. B. 200 15,000

15 Helen Mar, N. B. 90 1,500

do. on freight, 101 301

16 Ceylon, " 1,540

19 "Mermala, " 1,500

LIST OF WHALERS IMPORT.

NEW BEDFORD.

Ship Daniel Webster.

Ark. A. Rogers, Pacific, May 31.

" Blake, Fisher, Pacific, May 31.

" B. Gosnell, Robinson, Atlantic, May.

" Bounding Billow.

" Cicero.

" Cleone, Stanton, Pacific, April.

" E. Corning.

" Helen Mar.

" Laconia.

" Mermala.

" Ohio, Ellis, Atlantic, May 1.

" Progress.

" Ranger.

" Sunbeam, Gifford, Atlantic, May 1.

" Tropic Bird, Tilton, Atlantic, April.

Schr. Abbie Bradford.

Schr. Hannah, Capt. Atlantic, May.

" Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected

to arrive in 1876, with the quantity of Oil

and Bone on board, when last heard from:

NEW BEDFORD.

sp. wh. bone.

Arnold, " 625 125

do. on freight, 410 20

Atlantic, " 1,100 40

California, " 1,100 40

Commodore Morris, " 1,100 40

Coral, " 375 900

Desdemona, " 1,100 40

do. on freight, 1,050 90

Eliza Adams, " 1,050 90

E. H. Adams, " 1,050 90

Golden City, " 1,050 90

Janet, " 1,050 90

Marcella, " 1,050 90

Mary Frazier, " 1,050 90

Matapoiset, " 1,050 90

Mercury, " 1,050 90

Merlin, " 1,050 90

Ospay, " 1,050 90

Pacific, " 1,050 90

Sarah, " 1,050 90

Selma, " 1,050 90

Stafford, " 1,050 90

Triton, " 1,050 90

Union, " 1,050 90

Wave, " 1,050 90

DAVMOUTH.

Cape Horn Pigeon, " 200 500

WESTPORT.

Andrew Hicks, " 400

MERCHANTMEN TO ARRIVE

Ship Governor Morton,

from New Francisco,

for New York, Feb. 21. 250 985

Bark E. W. Wood, from

St. Helena, March

for New Bedford, " 300 500

J. E. BLAKE & CO.,

Druggists and Apothecaries.

With care and attention to business, and

(as we trust,) with the reputation of honest

and fair dealing secured by a long busi-

ness experience, we hope to merit and re-

ceive a fair share of public confidence and

patronage.

Our stock, which we intend shall be the

largest and most complete in this section,

comprises everything required to meet the

wants of Physicians, Dealers, and the retail

trade. Physicians can rely upon having their

Prescriptions Prepared only by Com-

petent and Careful Persons,

and in all things shall be our constant aim

to gain the confidence and esteem of our

patrons.

Mr. ISRAEL H. SHURTLEFF remains

with us, and will be pleased to see all his

old friends and hosts of new ones at the old

stand.

J. E. BLAKE & CO.,

84 North Second Street, cor. Middle.

CORDAGE.

THE NEW BEDFORD CORDAGE COMPA-

NY are now prepared to furnish a short no-

tion

GANGS OF RIGGING.

Of all sizes, and of the best manufacture. At

MANILA AND HEMP WHALE LINE

Made from pure Manila and Russia Hemp

All orders sent to L. A. PLUMMER, Treas-

urer, Botch's Square, New Bedford, Mass.

will be promptly attended to.

THE WEEKLY SUN.

1776. NEW YORK. 1876.

Eighteen hundred and seventy-six is the

Centennial year. It is also the year in

which an opposition House of Representa-

tives, the first since the war, will be in pow-

er at Washington, and the year of the twenty-

third election of a President of the

United States. All of these events are sure

to be of great interest and importance, es-

pecially the last two; and all of them will be

fully and freshly reported and expounded

in the Sun.

The opposition House of Representatives,

taking up the line of inquiry opened up

ago by the Sun, will sternly and diligently

investigate the corruption and misdeeds of

Grant's administration; and will, it is to be

hoped, lay the foundation for a new and

better period in our national history. Of

all this the Sun will contain complete and

accurate accounts, furnishing its readers

with early and trustworthy information

upon these absorbing topics.

The twenty-third Presidential election,

with the preparations for it, will be mem-

orable as deciding upon Grant's aspira-

tions for a third term of power and plunder,

and still more as deciding who shall be the

candidate of the party of Reform, and as

electing that candidate. Concerning all

these subjects, those who read the Sun will

have the constant means of being thorowly

well informed.

THE WEEKLY SUN which has attained

a circulation of over eighty thousand copies

already has its readers in every State and

Territory, and we trust that the year 1876

will see its numbers doubled. It will con-

tinue to be a thorough newspaper. All

the general news of the day will be found in

it, condensed when unimportant, at full

length when of moment; and always, we

trust, treated in a clear, interesting and in-

structive manner.

It is our aim to make the Weekly Sun the

best family newspaper in the world, and we

shall continue to give in its columns a large

amount of miscellaneous reading, such as

stories, tales, poems, scientific literature

agricultural information, for which we are

not able to make room in our daily edition.

The agricultural department especially is

one of its prominent features. The fashions

are also regularly reported in its columns;

and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with

fifty-six broad columns is only \$1.20 a

year, postage prepaid. As this price bare-

ly repays the cost of the paper, no discount

can be made from this rate to clubs, agents,

Postmasters, or any other class.

THE DAILY SUN, a large four-page

newspaper of twenty-eight columns, gives

the news for two cents a copy. Subscrip-

tion, postage prepaid, 55 cents per month,

or \$6.50 a year. Single copies extra.

\$1.10 per year. We have no travel

agents.

Address, "THE SUN" New York City

Scribners' Monthly for 1876

THE publishers invite attention to the

following list of some of the attractive

articles secured for Scribners' Monthly, for

the coming year. In the field of fiction, be-

sides numerous novelettes and shorter sto-

ries, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our

hands,

"GABRIEL CONROY,"

By Bret. Harte.

Begins in the November number,

and will run for twelve months. This is Mr.

Harte's first extended work. The scenes and

characters, which the author has chosen

for his favorite field, California, are peopled

with characteristic vividness and power;

and the work is without doubt the most

graphic record of early California life that

we shall ever begin in the January No.

"PHILIP NOLAN'S FRIENDS,"

By Show Your Passports.

BY EDWARD EVERETT HALE.

The scene of this story is laid in the South-

western territory, now forming the States of

Louisiana and Texas, at the time of Aaron

Burr's conspiracy. In the field of fiction, be-

sides numerous novelettes and shorter sto-

ries, there will be

A SECOND "FARMER'S VACATION,"

By COL. GEORGE E. WARRING, JR.

Col. Warring is now in Europe, visiting in

a row-boat ride of two hundred and fifty

miles, one of the most fertile and interest-

ing of the vine-growing valleys of Europe.

The second series of papers promises to

be even more interesting than that with which

our readers are already familiar.

CENTENNIAL LETTERS.

Edited by John Vance Cheney.

A rare collection of Revolutionary Letters,

mainly from stores in the hands of the de-

scendants of Col. Joseph Ward. They are

full of interest, and will be read with a rare

raile in connection with the Centennial

Celebration of the year.

BRILLIANTLY ILLUSTRATED

ARTICLES ON

AMERICAN COLLEGES.

Written respectively by their friends, will

appear during the year. The revived inter-

est in college life makes these papers espe-

cially timely, and will secure for them un-

usual attention.

OLD NEW YORK.

Elegantly illustrated articles on Old New

York, by John F. Mims, will appear at once,

and will attract the attention of all, in city

or country, who mark with interest the de-

velopment of the great metropolis, and af-

fectionately remember the quaint peculiar-

ities of its olden time.

Every number is profusely illustrated,

thus enabling us to give to our descriptive

and narrative articles, an interest and per-

manent value never attained in an illus-

trated periodical. Under its accustomed

management the magazine

J. & W. R. WING & CO.

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THECUSTOM AND READY MADE
CLOTHING BUSINESS.A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.A Large and New Stock of
READY MADE CLOTHING
Men's White and Fancy Shirts, Under-shirts and Drawers
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS,
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.JOSEPH WING.
WILLIAM R. WING.JOHN WING
HIRAM W. WENTWORTH.THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York.

Feb 22 '76

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & Co. having dissolved and given up their corner store,

SIMEON DOANE

It continues in the same business as heretofore at
NO. 55 UNION STREET.Where he will be happy to see all old friends and host of new ones "Who go down to the
ships," and will endeavor to give satisfaction in all business transactions, and
will keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—
FURNISHING GOODS,

and a full line of CLOTHS, CASSIMERES, &c., for Custom trade.

The business hereafter will be conducted under the style of DOANE & Co.

P. S. Anyone in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
Custom and Ready Made
CLOTHING!
GENTS' FURNISHING GOODS
SHIRTS, DRAWERS, UNDER-
WEAR, and COLLARS,
and Caps, Paper Collars,
&c., &c.OUTFITTING GOODS,
OF THE BEST QUALITY,
Constantly kept on hand, and
which will be sold at
LOW PRICES.

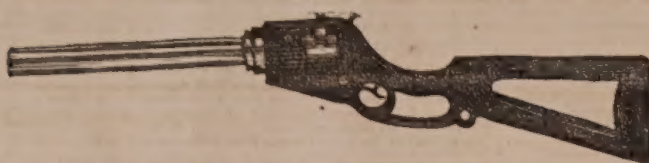
"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS

A cordial invitation extended to my SEA-FARING FRIENDS to call and examine
before purchasing elsewhere.

WHALEMEN ATTENTION!

Bomb Guns and Lances.

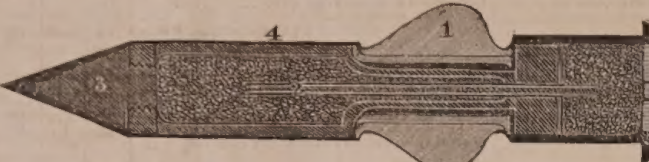


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED PATENT
BREECH-LOADING BOMB GUNS,

— ALSO —

BOMB LANCES AND CARTRIDGES COMBINED.

These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

ap 17 '76

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SANDERS'
STAR CLOTHING HOUSE!

108 & 112 UNION STREET,

IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.
NEW STORE AND NEW GOODS
TABER, READ & GARDNER.MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,
CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,
NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.DEALERS in all kinds of English, French, German and American Dry Goods and Gentle-
man's, Furnishings of every description, also a complete assortment of Cloths, Cassimeres,
Hats, and Ready Made Clothing of all kinds together withSEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect
Garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN, FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,

MERCHANT



TAILOR,

No. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING, GENT'S FURNISHING GOODS,
Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,
Which we are prepared to make into garments in the best style for!

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

NEW BEDFORD RAILROAD.

Boston Taunton, Providence, and
Martha's Vineyard.On and after Monday September 6th, 1875,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, 10.15 A. M., and 3.40 P. M. Return
8.00, 11.10 A. M., and 4.35 P. M.Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.Providence, at 7.30, 10.25 A. M., 3.40, and 5.20
P. M. Return, 8.00, 10.50 A. M., 4.40, and 7.
40 P. M.Taunton, at 7.30, 8.00, 10.25 A. M., 3.40,
and 5.20 P. M. Return, 9.00 A. M., 12.10,
5.45, 9.20, and from Dean street station,
4.30 P. M.Myricks, at 7.30, 8.00, 10.25 A. M., 3.40 and
5.20 P. M. Return, 6.45, 9.20, A. M., 12.25, 4.40
and 6.00 P. M.Howland's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.25 A. M. and 6.05 P. M.East Free town, at 7.00 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.10 P. M.Brady's, at 8.00 A. M., and 3.40 P. M. Re-
turn 9.35 A. M., and 6.15 P. M.Acushnet, at 7.30, 10.25 A. M., and 3.40 P. M.
Return, 9.45 A. M., and 6.25 P. M.Worcester via Mansfield and South Fra-
mingham, at 3.40 P. M.

Lowell, at 3.40 P. M.

Fitchburg, at 3.40 P. M.

Fall River, at 7.30, 10.25 A. M., 3.40 and 5.20
P. M. Return, 11.15 A. M., and 3.30 P. M.Newport, at 8.00 A. M., and 3.40 P. M. Re-
turn at 2.55 P. M.New York, via Fall River and Stonington,
at 5.20 P. M. Return, at 5.00 P. M.New York via Shore Line, at 7.30, 10.25 A. M.,
and 5.20 P. M. Sundays 8.45 P. M. Re-
turn, 8.00 A. M., 1.00 and 10.00 P. M. Sun-
days, 10.00 P. M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.05, 11.10 A. M., and 4.30 P.
M. Return, 7.30, and 11.10 A. M., 2.00, 4.
and 5.30 P. M.Providence, at 5.25, 8.10, 11.10 A. M., and
1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
10.50 A. M., 2.00, 4.40, 6.20, and 7.40 P. M.Passengers for Taunton and New Bedford
from way stations between Boston and
Mansfield, will take the trains which leave
Boston at 7.30, 10.30 A. M., and 4.00 P. M. to
Mansfield.Passengers for way stations between
Mansfield and Boston, in the morning will
take the A. M. train from New Bedford,
and the 6.30 A. M. train from Taunton.

On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.20 A. M., and 2.40 P. M.

Mattapoisett, at 7.20 A. M., 2.40 and 4.40 P. M.

Marion, at 7.20 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.20 A. M., and 2.40 and 4.40 P. M.

Cape Cod, at 7.20 A. M., and 4.40 P. M.

Nantucket, at 7.20 A. M.

Plymouth, at 7.20 A. M., and 2.40 P. M.

LEAVE BOSTON, via Old Colony Railway
at 8 A. M., and 4.00 P. M.

LEAVE SANDWICH at 7.30 A. M., 2.58 P. M.

LEAVE HYANNIS, at 6.40 A. M., 2.05
P. M.LEAVE TREMONT, at 10.10 A. M., 3.55 and
5.40 P. M.LEAVE MARION, at 10.22 A. M., 4.10 and 5.59
P. M.LEAVE MATTAPOISETT, at 10.24 A. M., 4.25
and 6.11 P. M.Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.

sept 9, 1875. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union street, daily, (Sundays excepted
for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the United
States and Canada.Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.This Express connects with steamer Mon-
ohansett for Wood's Hole, (Falmouth,) Hol-
mes Hole and Edgartown, (Martha's Vin-
eyard)H. & Co., have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and in-
formation freely given at our office.OFFICES:—In Boston, 34 Court Square, and
No. 3 Milk street, opposite the Old
South Church.

Providence, 34 Dorrance street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.

New Bedford, May 20, 1870.

DAVENPORT, MASON & Co.'s

NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.CALIFORNIA TICKETS, by steamers leaving
New York on the 5th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co.

New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.OFFICES:—In New York, at 105 Wall
Street; No. 344 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 19 Commercial Wharf.
Order book can be found at Lawton's Drug
Store, corner of Purchase and Union streets

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owner
agents and masters of whaling vessels, that
they have succeeded in getting the tonnage dues
removed from whaling vessels visiting this port
for the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31 gallons, in lieu of the tonnage
duty of fifty-fifty cents per ton, which was for-
merly imposed.The expenses attendant on shipment of oil at
this port are as follows:A Package duty of twenty-four cents per bar-
rel Harbor dues, 25; Secretary's fee, 25; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty Cents per barrel, (de-
liverable New York or Boston) free of all other
charges except insurance, which will be effected
on the most favorable terms when required.Masters of whaling vessels when coming into
the harbor are particularly cautioned against an-
cepting the services of any persons offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.On coming to anchor masters are also in-
formed that the middle part of Carline Bay, be-
tween Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lazaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 5th
of the following month. All letters so forwarded
to our care will be safely received, and delivered
as addressed. Masters of vessels calling off the
Harbor and not wishing to anchor may ob-
tain their letters by coming on shore in a boat, after
having been first boarded by the Health Officer
— and will only incur the expense of that officers
fee—New Bedford papers always on file for inspec-
tion.

W. P. LEACOCK & CO.

nov 22 '64

tf

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to
ship masters visiting this port in pro-
curing supplies.Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.Charges on goods addressed to our care
advanced, and added to Bill of Lading.Particular attention paid to chartering of
vessels, Insurance effected, &c., &c.

je 30 '74

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds
unshipped at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.

sep 10 '67

tf

ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.All business entrusted to my care
will receive prompt and careful attentionReferences — Charles F. Howland, Orick
Smalley, New Bedford; ly dec 8 '74

New Bedford and New York

STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other
Route.

Steamer CITY OF NEW BEDFORD,

A. C. FISH, Commander.

Steamer CITY OF FITCHBURG

C. H. SPRINGER, Commander

On and after MONDAY, Nov.
8th, the Steamers of this Line
will run daily, (Sundays ex-
cepted,) between New Bedford
and New York via Falmouth, Nantucket,
Commercial wharf, at 5.50 P. M., and New
York, from Pier 39, East River (near foot of
Market street), at 4.30 P. M.The accommodations for passengers and
freight are first-class, in every respect, hav-
ing all the modern improvements possible
for steamers of this class.Passengers from New York make close
connections with steamers for Martha's
Vineyard, Woods Hole, Oak Bluffs, Fal-
mouth Heights, Edgartown, Nantucket,
and with the New Bedford Railroad for
points on those roads and connections.Satisfactory security can be secured at the Parker
House, or on board the steamers in New
Bedford, and on board the steamer New Bed-
ford; also on board the Vineyard steamers.

Fare \$3 each way.

Freight forwarded to all points West and
South at the lowest rates.Positively no freight received after 3
o'clock.For further information apply at office of
BARKING & DAVIS, Agents, 46 South street,
New York, and at office of Company, 6 Com-
mercial wharf.

Jy 20 '75-tf FRANK H. FORBES, Agent.

MARtha's VINEYARD.

WOODS HOLE, FALMOUTH HEIGHTS
VINEYARD HAVEN, VINEYARD
HIGHLANDS, OAK BLUFFS,
and EDGARTOWN.Mondays, Tuesdays, Thursdays and
Saturdays.

The steamer MON

APRIL 25, 1876.

VESSEL'S NAME.	TON.	MASTERS.	AGENTS NAME	DATE OF SAILING	WHERE BOUND.
NEW BEDFORD.					
N A R Tucker, bark.	129	Baker.	Joseph & William R Wing.	November...26, 74	Pacific Ocean.
Abm Barton, bark.	130	Knacker.	Joseph & William R Wing.	October...30, 70	Pacific Ocean.
Abbott Lawrence, bg.	115	Russell.	Jonathan Bourne, Jr.	In port.	
Acors Barns, bark.	160	Russell.	William Lewis.	April...29, 75	Atlantic Ocean.
Adeline Gibbs, bark.	137	Knichott.	Ivory H Bartlett & Sons.	March...27, 75	North Pacific Ocean.
A Hough, bark.	219	Snell.	Jonathan Bourne, Jr.	August...9, 75	Atlantic Ocean.
Alana Adams, bark.	347	Richardson.	John T Richardson.	In port.	
Arnold, bark.	340	Bouldry.	Jonathan Bourne, Jr.	In port.	
Atlantic, bark.	201	Brown.	James B Wood & Co.	January...2, 75	North Pacific Ocean.
Avola, bark.	330	Bourne.	Joseph & William R Wing.	June...26, 72	Pacific Ocean.
			John P Knowles, 2d.	July...16, 74	Indian Ocean.
Bart Gosnold, bark.	350		Charles R Tucker & Co.	In port.	
Bounding Billow, bark.	262		Gifford & Cummings.	In port.	
Callao, bark.	299	Craw.	Taber, Gordon & Co.	November...30, 75	Indian Ocean.
Camilla, bark.	337	Chase.	Swift & Perry.	October...6, 71	North Pacific Ocean.
Callisto, bark.	367	Chase.	Charles R Tucker & Co.	August...28, 74	New Zealand.
Clinton, bark.	239	Sherman.	Charles R Tucker & Co.	December...8, 74	Indian Ocean.
Catalpa, bark.	292	Anthony.	John T Richardson.	April...29, 75	Atlantic Ocean.
Charles W Morgan, bk.	314	Tinkham.	Joseph & William R Wing.	April...23, 75	Atlantic Ocean.
Cicero, bark.	346	Chase.	J P Knowles, 2d.	In port.	
Claire, bark.	338	Chase.	Swift & Perry.	In port.	
Com. Morris, bark.	338	Winslow.	Swift & Perry.	July...29, 75	Atlantic Ocean.
Cornelius Howland.	333	Homan.	Swift & Perry.	August...4, 74	North Pacific Ocean.
Coral, bark.	361	Marvin.	Taber, Gordon & Co.	December...4, 72	Pacific Ocean.
Daniel Webster.					
Desdemona, bark.	326	Davis.	William O Brownell.	In port.	
Draco, bark.	225	Peaks.	George & Matthew Howland.	June...3, 73	Atlantic Ocean.
E Corning, bark.	225		Jonathan Bourne, Jr.	July...1, 75	Atlantic Ocean.
Eliza, bark.	323	Chase.	Swift & Perry.	In port.	
Eliza Adams, bark.	408	Chase.	Charles R Tucker & Co.	October...28, 74	Pacific Ocean.
Elma C Jones.	307	Potter.	Taber, Gordon & Co.	June...16, 75	Pacific Ocean.
E H Adams, brig.	107	Brownell.	William Watkins.	June...1, 75	Pacific Ocean.
Europa, bark.	323		William Lewis.	October...1, 74	Atlantic Ocean.
Falcon, bark.	323		Swift & Perry.	In port.	
Fair, bark.	323	Chase.	Swift & Perry & Co.	October...26, 75	Pacific Ocean.
General Scott, bark.	275	Moshier.	Swift & Allen.	June...1, 75	Pacific Ocean.
George & Mary, bark.	315	Robbins.	John T Richardson.	July...7, 75	Indian Ocean.
George & Susan, bark.	135	Cannon.	Jonathan Bourne, Jr.	May...4, 75	Atlantic Ocean.
Golden, bark.	343	Hayes.	George & Matthew Howland.	September...17, 74	Atlantic Ocean.
Greyhound, bark.	183	Allen.	Charles R Tucker & Co.	November...9, 75	Atlantic Ocean.
			Abbot P Smith.	November...30, 75	Indian Ocean.
Hadley, bark.	153	Cleveland.	William Lewis.	October...29, 74	Atlantic Ocean.
Helen Mary, bark.	324		Swift & Allen.	In port.	
Helen, bark.	324	Shedden.	Swift & Allen.	October...19, 75	Indian Ocean.
Hope On, bark.	131	Baker.	John T Richardson.	November...24, 75	Atlantic Ocean.
Hunter, bark.	355	Holt.	Jonathan Bourne, Jr.	September...20, 75	Pacific Ocean.
Illinois, bark.	409	Fraser.	Ivory H Bartlett & Sons.	January...8, 72	North Pacific Ocean.
James Allen, bark.					
James Arnold.	349	Keenan.	Gideon Allen & Son.	January...3, 72	North Pacific Ocean.
Jaet, bark.	154	Wilson.	Taber, Gordon & Co.	June...3, 74	Pacific Ocean.
Jaet, bark.	154	Gartland.	William Lewis.	April...14, 75	Atlantic Ocean.
Jaet, bark.	154	Gartland.	William Lewis.	April...14, 75	Atlantic Ocean.
Java, bark.	370	Gifford.	Swift & Perry.	July...20, 75	North Pacific Ocean.
John P. Howland, bark.	320	Chase.	George & Matthew Howland.	October...3, 75	North Pacific Ocean.
Jirch Perry, bark.	316	Fisher.	Joshua C Hitch.	October...27, 75	Indian Ocean.
John Garvor, bark.	319	Dean.	Thomas Knowles & Co.	September...27, 75	Indian Ocean.
John Dawson, bark.	173	Babcock.	Swift & Perry.	June...1, 75	Pacific Ocean.
John P. Howland, bark.	320	Chase.	George & Matthew Howland.	October...3, 75	North Pacific Ocean.
John P. West, bark.	377	Manchester.	Simon N West.	May...4, 72	Pacific Ocean.
Josephine.	363	Hamill.	Swift & Perry.	August...24, 75	North Pacific Ocean.
Kathleen, bark.					
Kathleen, bark.	326	Howland.	Joseph & William R Wing.	July...19, 75	Indian Ocean.
Lacania, bark.	157	Church.	Joseph & William R Wing.	October...19, 75	Indian Ocean.
Lagoda, bark.	371	Lewis.	William Lewis.	In port.	
Lancer, bark.	245	Dowden.	Jonathan Bourne, Jr.	July...21, 75	Pacific Ocean.
Linda Stewart, bark.	320	Willard.	William Lewis.	June...16, 75	Atlantic Ocean.
Lydia, bark.	330	Praro.	William Lewis.	July...7, 75	Atlantic Ocean.
			Charles R Tucker & Co.	In port.	
			Baylies & Cannon.	June...18, 74	Pacific Ocean.
Marcella, bark.					
Marcella, bark.	106	Sturges.	Charles R Tucker & Co.	November...11, 73	Indian Ocean.
Marengo, bark.	176	Alley.	John P. Howland.	March...9, 76	North Pacific Ocean.
Mary Frazier, bark.	301	Nye.	Gifford & Cummings.	March...9, 76	Pacific Ocean.
Mary & Susan, bark.	327	Handy.	Charles Tucker.	November...7, 71	Pacific Ocean.
Mat	327	Handy.	Thomas Knowles & Co.	August...11, 74	Pacific Ocean.
Matapoloiset, bark.	110	Chase.	Abbot P Smith.	October...14, 74	Atlantic Ocean.
Mary, bark.	317	Chase.	Abbot P Smith.	October...14, 74	Atlantic Ocean.
Mary, bark.	317	Chase.	Abbot P Smith.	October...14, 74	Atlantic Ocean.
Midas, bark.	313	Lapham.	Joshua C Hitch.	October...26, 75	Atlantic Ocean.
Milton, bark.	373	Fuller.	Taber, Gordon & Co.	October...8, 73	Pacific Ocean.
Morning Star, bark.	238	Lewis.	Joshua C Hitch.	November...13, 75	Pacific Ocean.
Mr Westollston, bark.	325	Mitchell.	Swift & Allen.	July...9, 72	North Pacific Ocean.
Napoleon, bark.					
Napoleon, bark.	322	Turner.	Jonathan Bourne, Jr.	July...13, 74	Atlantic Ocean.
Nautilus, bark.	357	Lake.	Gideon Allen & Son.	August...25, 74	Pacific Ocean.
Niger, bark.	412	Leigh.	Taber, Gordon & Co.	October...17, 74	Pacific Ocean.
Northern Light, bark.	316	Campbell.	Louis S. Howland.	November...9, 75	North Pacific Ocean.
	363	Smith.	Jonathan Bourne, Jr.	October...16, 71	Pacific Ocean.
Osborn, bark.					
Osborn, bark.	288	Holmes.	Ivory H Bartlett & Sons.	July...21, 74	Atlantic Ocean.
Olio, 2d, bark.	295	Smith.	Swift & Perry.	In port.	
Oward, bark.	339	Hayes.	Matthew Howland.	June...26, 72	Pacific Ocean.
Osmanli, bark.	292	Osborn.	Gifford & Cummings.	July...20, 75	Pacific Ocean.
Ospray, bark.	173	Crapo.	Swift & Allen.	November...10, 74	Atlantic Ocean.
Pacific, bark.					
Pacific, bark.	541	Borden.	Swift & Perry.	October...1, 73	Atlantic Ocean.
Palmetto, bark.	215	Holles.	Charles R Tucker & Co.	November...24, 75	Atlantic Ocean.
Peru, bark.	259	Ears.	John McCullough.	April...15, 76	Atlantic Ocean.
Peter, bark.	267	Reed.	E & E K Cook & Co.	July...7, 74	Indian Ocean.
Peter, schooner.	267	Reed.	Philip H Reed.	July...11, 76	Atlantic Ocean.
Platina, bark.	228	Tripp.	Gideon Allen & Son.	April...10, 75	Atlantic Ocean.
President, bark.	214	Howland.	Charles R Tucker & Co.	October...28, 75	Indian Ocean.
President, bark.	257	Davis.	Jonathan Bourne, Jr.	November...17, 75	Atlantic Ocean.
Progress, bark.	123	Chase.	Charles R Tucker & Co.	April...29, 75	Atlantic Ocean.
	558		William O Brownell.	In port.	
Rababow, bark.					
Rababow, bark.	361	Cogan.	Ivory H Bartlett & Sons.	January...21, 75	North Pacific Ocean.
Railroad, bark.	365	Edick.	William Lewis.	July...14, 75	Atlantic Ocean.
Sarah, bark.	128	Foster.	John P Knowles, 2d.	August...5, 73	Atlantic Ocean.
Sarah B Hale, bark.	183	Slocum.	Gideon Allen & Son.	April...27, 75	Atlantic Ocean.
Sea Breeze, bark.	325	Barnes.	Jonathan Bourne, Jr.	October...2, 75	Pacific Ocean.
Sea Ranger, bark.	126	Hamblen.	John P Knowles, 2d.	June...1, 75	Pacific Ocean.
Seine, bark.	224	White.	John P Knowles, 2d.	July...20, 75	Atlantic Ocean.
St George, bark.	392	Knowles.	George & Matthew Howland.	June...4, 72	North Pacific Ocean.
Stanford, bark.	156	Howland.	Joseph & William R Wing.	June...30, 73	Atlantic Ocean.
Star, bark.	268	McKoon.	Joseph & William R Wing.	July...27, 74	Atlantic Ocean.
Spartan, bark.	268	Tripp.	Charles H Gifford.	May...14, 76	Atlantic Ocean.
Swallow, bark.	255	Ellis.	Joseph & William R Wing.	In port.	
Swallow, bark.	326	Ellis.	Swift & Perry.	April...18, 76	Atlantic Ocean.
Tannerlane, bark.					
Three Brothers, bark.	372	Moulton.	Thomas Knowles & Co.	August...6, 73	Atlantic Ocean.
Triton, bark.	264	Owen.	Ivory H Bartlett & Sons.	October...12, 76	North Pacific Ocean.
Tropic Bird, bark.	145	Heppingstone.	Joseph & William R Wing.	January...8, 72	North Pacific Ocean.
Uganda, bark.	66	Willard.	William Lewis.	In port.	
Vigilant, bark.	150	Griggs.	William Watkins.	June...8, 75	Pacific Ocean.
Wave, bark.	150	Griggs.	Thomas Knowles & Co.	May...19, 74	Atlantic Ocean.
Young Phoenix.	355	Gifford.	William Phillips & Son.	July...8, 76	Indian Ocean.
FAIRHAVEN.					
F Cohannet, schr.	83		Jeremiah H Pease.	In port.	
Ellen Rodman, schr.	73		Tucker Damon, Jr.	In port.	
MARION.					
Adm'l Blake, schr.	84		Andrew J Hadley.	In port.	
William Wilson, schr.	92	Braley.	Andrew J Hadley.	March...27, 76	Atlantic Ocean.
DARTMOUTH.					
D Cape H in Pigeon	319	Baker.	William Potter, 2d.	August...8, 72	Pacific Ocean.
Matilda Sears, bark.	231	Childs.	William Potter, 2d.	July...22, 73	Pacific Ocean.
WESTPORT.					
W A Hicks, bark.	303	Howland.	Andrew Hicks.	July...23, 72	Atlantic Ocean.
Mermald, bark.	273		Andrew Hicks.	In port.	
Sea Queen, bark.	195	Allen.	Andrew Hicks.	October...25, 76	Atlantic Ocean.
EDGARTOWN.					
E Clarice, bark.	183	Marchant.	Samuel Osborn, Jr.	November...3, 75	Atlantic Ocean.
Perry, bark.	150	Bassett.	Samuel Osborn, Jr.	August...12, 74	Atlantic Ocean.
PROVINCETOWN.					
Agate, schr.	91	Atkins.	William A Atkins.	March...25, 76	Atlantic Ocean.
Aleyone, schr.	92	Bell.	E & E K Cook & Co.	April...26, 73	Atlantic Ocean.
Antarctic, schr.	101	Bell.	William A Atkins.	January...23, 76	Atlantic Ocean.
Arizona, schr.	79	White.	Stephen Cook.	January...24, 76	Atlantic Ocean.
Burck, schr.	92	White.	Stephen Cook.	In port.	
Carrie W Clark, schr.	116	Leach.	S R Swift.	March...29, 76	Atlantic Ocean.
Charles Thompson, se	96	David.	David Conwell.	January...24, 76	Atlantic Ocean.
C L Sparks, schr.	96	David.	David Conwell.	In port.	
E A Small, brig.	119	Curran.	William A Atkins.	March...25, 75	Atlantic Ocean.
E H Hatfield, schr.	110	Atkins.	Asaph Atkins.	January...24, 76	Atlantic Ocean.
Elen Riphan, schr.	67	Dunham.	Stephen Cook.	January...22, 76	Atlantic Ocean.
Gage H Phillips, schr	87	Nickers n.	Stephen Cook.	December...15, 75	Atlantic Ocean.
Grace M. Barker, schr	82	Dyer.	Alfred Cook.	February...21, 76	Atlantic Ocean.
H S Simmons, schr.	116	Edging.	James Atkins.	April...20, 76	Atlantic Ocean.
Lottie E Cook, schr.	87	Dyer.	James Atkins.	April...20, 76	Atlantic Ocean.
M E Simmons, schr.	105	Rich.	E & E K Cook & Co.	February...24, 76	Atlantic Ocean.
N J Knights, schr.	70	Foster.	David Conwell.	January...8, 76	Atlantic Ocean.
Palmer, schr.	94	Higgins.	E & E K Cook & Co.	December...18, 75	Atlantic Ocean.
Rising Sun, schr.	69	Taylor.	Thomas S Taylor.	February...18, 76	Atlantic Ocean.
Wm A. Grozier, schr.	117	Roberts.	William A Atkins.	March...20, 75	Atlantic Ocean.
BOSTON.					
E B Phillips, bk.	141	Franks.	John Medina.	July...28, 74	Atlantic Ocean.
F H Moore, brig.	107	Soper.		October...12, 75	Atlantic Ocean.
Heman Smith, brig.	123		Heman Smith.	In port.	
Louisa A, schr.	123	Senter.	Heman Smith.	December...1, 75	Atlantic Ocean.
Sarah E, schr, brig.	108	Thompson.	Heman Smith.	June...22d 75	Atlantic Ocean.
Wm Martin, schr.	92	Cook.	Heman Smith.	October...11, 75	Atlantic Ocean.
NEW LONDON.					
N Charles Colgate, s	250	Slison.	Lawrence & Co.	June...15, 75	Desolation.
Emma Jane, schr.	86	Giles.	Haven, Williams & Co.	June...27, 72	Hird's Island.
Florence, schr.	75	Atheam.	Haven, Williams & Co.	June...6, 72	Desolation.
Flying Fish, schr.	75	Lawrence & Co.	Lawrence & Co.	In port.	
Francis Allen, schr.	77	Glass A.	Haven, Williams & Co.	July...27, 75	Atlantic Ocean.
Golden West, schr.	119	Basett.	Haven, Williams & Co.	In port.	
Helen F, schr.	144	Roch.	Haven, Williams & Co.	June...30, 75	Desolation.
Isabella, brig.	192	Palmer.	Haven, Williams & Co.	June...28, 78	Cumberland Inlet.
N S Simmons, schr.	89	Nile.	Haven, Williams & Co.	In port.	
Roman, schr.	293		Haven, Williams & Co.	In port.	
Roswell King, schr.	350	Fuller.	Haven, Williams & Co.	June...23, 74	Desolation.
Trinity, bark.	317		Lawrence & Co.	In port.	
NEW YORK.					
Oak, bark.	152	Gifford.	Henry Shulz.	December...22, 74	Pacific Ocean.
SAN FRANCISCO.					
Clara, bell, bark.	106		Richard S Howland.	In port.	
Florence, bark.	245	Williams.	Thomas W Williams.	March...30, 76	North Pacific Ocean.

LATEST REPORT,		All the		on	
		SP.	WH.	SP.	W.
March 13, 76, at sea, lat 13 N, lon 46 W.	400				
November 20, 75, at Bravo					
Arrived September 14, 75, 500 sperm					
October 27, 75, sailed from St Michaels.	140				
December 11, 75, sailed from San Francisco.	1050				
No date, at sea, no lat &c.	220			220	
Arrived October 10, 75, 1,200 sperm 400 whale					
March 26, 76, at Pernambuco,	625	1170	625		
January 30, 76, at Tahiti.	600	640	380		
August 25, 75, at Ternate	300		200		
Arrived March 30, 76, 800 sperm 300 whale.					
January 22, 76, at sea, lat 1 S, lon 24 W.					
December 16, 75, sailed from San Francisco	75	3830			
Arrived September 14, 75, 500 sperm	2000	400	1100		
February 17, 76, at Bunbury, N. H.	300	40	300		
November 24, 75, sailed from Tenerife.	210				
No date, at sea, no lat &c.	220		80		
Arrived December 6, 75, 100 sperm 300 whale					
April 2, 76, at sea, lat 10 N, lon 41 W	2000		130		
March 15, 76, sailed from Honolulu.	600	1230			
January 17, 76, sailed from Mangoni.	630	120	80		
Arrived May 2, 72, 85 sperm 300 whale.					
March 9, 76, sailed from St Helena, home.	1600	300	375		
February 19, 76, at sea, lat 23, lon 44 10, 1 W.	80				
Arrived September 4, 75, 470 sperm.	150		100		
November 30, 75, sailed from Bay of Islands	2150	185	1020		
No date, at sea, no lat &c., 1 whale	300		40		
March 6, 76, at Tumbex.	105				
October 9, 75, sailed from St Michaels.	105				
Arrived April 7, 76, 1,500 whale.					
November 4, 75, at Bravo.	350		130		
October 21, 75, sailed from St Helena.	560		150		
March 12, 76, sailed from St Helena.	100				
December 2, 75, at Tenerife.	100				
March 11, 76, at St Helena.	1180	500			
March 17, 76, sailed from Pernambuco, Fla.	150	40			
January 18, 76, at sea, lat 22 S, lon 1 W.	10		10		
October 4, 75, sailed from Tenerife.	200				
Arrived April 15, 76, 95 sperm 1,500 whale.					
November 20, 75, at sea, no lat &c.	100		100		
February 11, 76, at sea, no lat &c.	100		160		
November 6, 75, at Port Praya.	160				
March 1, 76, sailed from San Francisco.			5675		
March 15, 76, sailed from Honolulu.	150	5100			
December 24, 75, at sea, no lat &c.	620		375		
January 1, 76, on Cornell Ground.	620		150		
Prev March 25, 76, at sea, no lat &c.	375		45		
April 10, 76, sailed from San Francisco.	330	3200			
March 10, 76, at sea, no lat &c.	620	2050			
No date, at sea, no lat &c.	300		300		
No date, off Guafio.	60				
March 1, 76, at St Helena.	190		190		
November 7, 75, sailed	940	1500	570	100	
October 4, 75, sailed from St Michaels.	550				
December 26, 75, at sea, lat 37 52 S, lon 52 18.	90				
March 28, 76, sailed from St Helena.	220				
November 6, 75, sailed from Fayal.	800	250	770	210	
January 18, 76, off Chatham Islands.	350		250		
February 13, 76, at sea, no lat &c.	350		225		
January 24, 76, sailed from Johanna.	300		180	15	
February 28, 76, at sea, no lat &c.	230				
November 23, 75, at St Michaels.	750				
March 10, 76, sailed from St Helena.	1050		1050		
January 7, 76, sailed from San Francisco.	770	75			
March 1, 76, at sea, no lat &c.	900	1050	290	50	
November 11, 75, at Norfolk Island.	820		810		
No date, off Guafio.	320	200	220	20	
March 8, 76, sailed from St Helena.	320	200	220	20	
April 10, 76, at Cape Town, C. S. H.	860	500	600	50	
Prev March 25, 76, sailed from Pernambuco	1500		530		
November 26, 75, at Bravo	100				
January 6, 76, off Norfolk Island.	1850	200	1495	20	
February 22, 76, sailed from Valparaiso.	735		200		
March 28, 76, sailed from Honolulu.	250	1975			
November 6, 75, sailed from Honolulu.	260				
No date, off Guafio.	1000		960		
January 12, 76, at sea, no lat &c.	880	550	780	50	
January 1, 76, at sea, no lat &c.	85		95		
January 19, 76, sailed from San Francisco.	430	3400			
February 11, 76, at sea, no lat &c.	590		300		
Arrived October 10, 75, 1,200 sperm	445				
February 27, 75, at Fayal.	960		540		
March 17, 76, at sea, no lat &c.	100		10		
February 19, 76, sailed from Talcahuano	115	75	40		
November 22, 75, off St Michaels.	700				
No date, at sea, no lat &c.	1375		160		
March 22, 76, at Barbadoes	200				
January 11, 76, at Mahoe.	700	380	380	20	
January 20, 76, at sea, no lat &c.	360		170		
December 14, 75, at sea, lat 11 N, lon 26 W.	360				
No date, at sea, no lat &c., leaking.	300				
February 24, 76, at sea, no lat &c.	350		170		
Arrived May 16, 75, 14 sperm 900 whale.					
January 25, 76, sailed from Honolulu.	135	1000			
October 16, 75, sailed from Fayal.	70				
February 7, 75, at sea, no lat &c.	15		15		
March 10, 76, sailed from St Helena, home.	975	790	540	25	
December 22, 75, at sea, lat 31 05, lon 45 44.	100				
February 7, 76, at Tumbex.	180		80		
February 7, 76, at Tumbex.	210		100		
Arrived September 27, 75, 320 sperm					
November 7, 75, at Tenerife.	130				
March 20, 76, at Honolulu.	325	4100	30		
November 26, 75, sailed from Tenerife.	850	325	325	25	
September 14, 75, sailed from Amsterdam	490	20	150		
January 30, 76, at sea, no lat &c.	180				
Arrived December 11, 75, 560 sperm.					
February 15, 76, at Port Willis, m.	1100	250	850	25	
March 26, 76, sailed from Hilo.	30		80		
December 22, 75, sailed from Honolulu, hme	220	170	130		
Arrived October 10, 75, 1,200 sperm	60		10		
No date, at sea, no lat &c.	450		450		
February 19, 76, at sea, lat 23 26 S, lon 43 50 W	360				
January 26, 76, at sea, lat 42 S, lon 53 E.					
Arrived November 16, 75, 14 sperm.					
Arrived September 17, 75, 95 sperm 6 whale.					
Arrived March 31, 76, 80 sperm 20 whale.					
February 23, 76, sailed from Talcahuano, hm	1070	3290	280	500	
January 11, 76, off Solanders.	700	220	660	220	
January 25, 76, at sea, lat 7 10 S.	1500		400		
Arrived April 16, 76, 1,550 sperm					
Feb 16, 76, at sea, lat 13 10, lon 45 50, 9 whales	450				
January 10, 76, at Barbados.	108				
Arrived August 9, 75, 180 sperm 140 whale.					
March 1, 76, sailed from Bermuda.					
Arrived September 15, 75, 230 sperm 100 whale					
December 2, 75, at Tenerife.	360				
March 29, 76, at sea, lat 11 36, lon 82 33.					
February 20, 76, at St Jago.	470	30	90	80	
No date, at sea, lat 39 30 N, lon 40 14 W.	60		125		
March 12, 76, at Panoca, Fla.	205				
Arrived March 21, 76, 100 sperm 16 wh					
November 5, 75, sailed from St Michaels.	145				
February 2, 76, sailed from St Thomas.					
Arr at N Bedford Sept 21, 75, 320 sp 15 wh.					
July 8, 75, at Cape Verde					
September 13, 74, at Kerguelan Island.		800	400		
Arrived March 28, 76, sailed from Pernambuco, home					
Arrived April 21, 76, St Michaels.					
January 9, 76, at San Carlos.					
Arrived April 29, 75, 160 whale.					
December 1, 75, at Diego.					
October 1, 75, at Bedford Sound, no net.		1450	185		
No date, in Cumberland Inlet.		135			
Arrived April 1, 76, 500 whale.					
Arrived January 11, 76, 380 whale.					
March 4, 76, at Table Bay.	70	1050	50	1050	
Arrived April 21, 71, 200 whale.					
January 29, 76, at Palta.	750	1930		460	
Arrived February 7, 76.					

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IMPORTS			
Of Sperm and Whale Oil and Whalebone into the United States, for the week ending April 24, 1876.			
	Bls.	Bls.	Lbs.
	sp.	wh.	bone.
Fernandina, Fla.	.....	40	.....
Schr. Golden City,	.....	.....	.....
Total,	.....	40	.....
Previously,	.....	18,232	68,230
From Jan. 1, to date,	.....	4,329	19,379
Same time last year,	.....	3,988	17,739
Exports for the week ending April 24, 1876:			
	sp.	wh.	bone.
Previously,	.....	1,037	7,532
	.....	3,864	14,744
From Jan. 1, to date,	.....	4,901	14,744
Same time last year,	.....	4,836	13,992

NEW BEDFORD OIL MARKET.
 For the week ending April 24.

SPERM.—Has been in better request, and sales were made of 300 bls. for manufacture, at \$1.45, and 100 do. for export, reported at \$1.44 1/2 gallon.

WHALE.—Is quite active, sales having been made of about 5,000 bls. Northern, for export to Havre, 1,000 bls. at 90 cents 1/2 gallon, and the balance on private terms; 1,500 bls. of the above is in bond.

FOREIGN OIL MARKET.—The circular of Messrs. Bowers, Gales & Co., dated London, April 24, says:—The only business in Crude Sperm during the past week has been a small sale at 63s. No Whale in stock; quotations run from 62s to 63s as to quality.

Whalebone.—Notwithstanding the extremely high rates this article has been quoted at lately, prices have further advanced, but the small stock at this port being held by our Cutters, there is not any bone obtainable, as imported, at any price, and buyers must wait for fresh arrivals, before any business can be done.

LETTERS.

A letter from Capt. Chase, of bark Jireh Perry, of this port, reports her at sea, no date, 4 months out, with 300 bls. sperm oil.

In a letter from Russell, Bay of Islands, under date of February 18th, from Capt. Hallett, of ship Niger, of this port, reports that he had taken two sperm whales since leaving there 15 days previous, which would probably make 180 bls.

A letter from Capt. Moulton, of bark Tamerlane, of this port, reports her at Port William, February 18th, with oil as last reported.

A letter from Capt. Sherman, of bark Canton, of this port, reports her at Sanbury, N. H., February 17th, with 100 bls. sperm oil since last report. All well.

A letter from Capt. Ears, of bark Fern, of this port, reports her at Barbadoes, March 23d, with 100 bls. sperm oil since leaving St. Michaels—300 sperm oil all told. Would ship oil by schooner Alfred Keen, of Portland, bound to Boston. The Fern was the only whaler at Barbadoes at the time of writing.

SALE OF "THE DAILY MERCURY."—The proprietors of the New Bedford Mercury, Daily and Weekly, have sold their interest in it, together with the Job Printing Establishment, to Messrs. Stephen W. Booth, William L. Sayer and Warren E. Chase. Messrs. Booth and Sayer have long been connected with the Mercury, and Mr. Chase has filled various positions on both papers, having been for a few years past local reporter of the Standard. The new proprietors assume control on Monday next.

MORE WHALERS.—Bark Bounding Billow, 200 tons, built at Chelsea, Mass., in September, 1854, 119 feet long, 27 feet 5 inches breadth of beam, 13 feet 3 inches depth of hold, has been purchased by Messrs. Clifford & Cummings, of this city, on private terms. She is intended for the whaling business.

Bark Laconia, 157 tons, formerly a whaler, but withdrawn in 1874, and having been thoroughly repaired by William L. Edwards has been purchased by Capt. William Lewis, on private terms, and will again be fitted for whaling from this port.

Bark Europa, of this port, has been purchased by Messrs. Swift & Perry, of this city, on private terms.

COUNTERFEIT NOTES.—Helmick's Counterfeit Detector gives a list of eighty-five Banks on which counterfeits have been issued and passed, with explanations as to how they may be detected. Every merchant should have a copy, which may be obtained free of postage, upon receipt of 25 cents. Address F. W. Helmick, publisher, 278 West Sixth Street, Cincinnati, Ohio.

Vick's Floral Guide, No. 2, is received. It contains all the information necessary at this season. Address James Vick, Rochester, N. Y.

SCRIBNER FOR MAY.—In the May number of Scribner, Col. Ething, of the Committee on the Restoration of Independence Hall, discusses the "Portraiture of William Penn." The illustrations include the famous Penn Treaty Picture, by West; Penn in Armor, at the age of twenty-two (from a rare engraving on steel); Admiral Penn (the father of William Penn), a copy of which was recently added to the National Museum. From the forthcoming Bryant History of the United States, an entertaining passage is published concerning "The True Pocahontas." A series of papers, giving an account of recent American and foreign experiment in "Co-operation," is begun in this number. Among other paper are Bret Harte's and Edward Everett Hale's serials; an illustrated sketch of John Gutenberg; "The DeWoe Family in America;" a Canadian Story; "The Wedding at Ogden Farm;" "Double Crimes and One-sided Laws;" and "The Old Cabinet" papers. "Bris-a-Banc" contains something about "Col. Randolph Saenger, of Virginia;" "Uncle Jim's Baptist Revival Hymn;" "The Beautiful Bird of Waukegan;" etc. Published by Scribner & Co., 743 Broadway New York.

LEGISLATIVE.—The Savings Bank bill was discussed at length in the Senate of this State on the 19th inst., and several unimportant amendments were adopted. An amendment proposed by Mr. Tripp of Bristol providing that banks might pay 6 per cent. interest was rejected, and the section adopted as it came from the House, fixing the rate at 5 per cent., under certain limitations.

An amendment was adopted providing that the surplus profits, over and above the guarantee funds and dividends, shall be divided once in three years among the depositors in proportion to the amount of dividends which may have been declared on their deposits during three years next preceding, and the bill was ordered to a third reading, by a vote of 6 to 27.

In the House the report of the committee was adopted fixing the salary of the Justice of the Second (Fall River) District Court at \$2,500 was accepted. A bill, fixing the salary of the Lieutenant Governor at \$2,500, and of the members of the Council at \$1,200 per annum, the Governor's private Secretary at \$1,800 instead of \$2,500, passed to a third reading.

THE PRESIDENT'S SALARY.—President Grant on the 18th inst., sent in to the United States Senate his veto of the bill reducing the salary of President from \$50,000 to \$25,000 per annum. The President says that in refusing his sanction to the bill he cannot be accused of personal interest as it does not affect him in any way. The salary of President was fixed at \$25,000 per annum, just after the Revolutionary War, when we had only 3,000,000 of population, and were poor. At that time members of Congress got but \$8 per day for actual service rendered, and served on an average 120 days a year, making \$720 salary per annum. Now they receive more than \$30 per day for each day of service rendered, allowing five months session each year. The President intimates that with this increase in the salaries of Congressmen, the President's salary at \$50,000 is not by any means out of proportion. He says that we now have forty millions of people, instead of three, when the salary was fixed at \$25,000, with wealth largely increased, and the cost of living vastly out of proportion to what it was then. The veto says that the President knows, from his experience, that the salary of \$25,000 is inadequate for the expenses of living at the White House. The Message was referred.

DOM PEDRO, the Brazilian Emperor, and suite arrived in New York on the afternoon of the 15th inst., and were welcomed in behalf of the nation by Secretary Fish, His Majesty declining a public reception. In the evening the party visited Booth's theatre, and on Sunday attended divine service at St. Patrick's Cathedral, and at the Hippodrome to hear Moody and Sankey preach in the evening. On Monday, Dom Pedro and his Ministers visited several of the city institutions, and in the evening the Emperor and seven of his suite left for San Francisco, taking the Erie Railroad hotel coach through and return, after which he will visit the Centennial Exhibition and make a more extended tour through the principal cities of the Union, and embark for England at Boston, on the 12th of July. The Emperor with her attendants will remain in New York during the Emperor's detour to California.

Elder Moses Howe of this city, occupied the pulpit of the Christian church, Tyler street, Boston, on Easter Sunday, 15th inst. Elder Howe is 86 years old, and spoke (says the Advertiser) with remarkable distinctness and fervency, amplifying at some length three classes of Christians, the self-made, man-made, and God made. Elder Howe has been preaching now 62 years, ever fervently impelled with the love and joy of the christian's hope.

ST. NICHOLAS FOR MAY.—With its May number, St. Nicholas begins a new serial story, "The Cat and the Countess," translated from the French, and illustrated. The first installment introduces the principal characters in a series of striking incidents, and contains no less than thirty-six comical silhouette drawings. Indeed, the illustrations to this story are a novel and stirring feature for St. Nicholas, and can hardly fail to make a sensation among the boys and girls. As for miscellaneous attractions, the large number of them forbids even the mention of all; but among the first are Mrs. Oliphant's second paper on "Wind-sor Castle;" Susan Coolidge's "Talk with Girls" on "Ready for Europe;" and the two beautiful poems, "The Palace of Gondor" and "Snow-Flakes." The stories of "Clough's Top-Knot" and "The Dotterels' Luck" are excellent; and the rhyme of "The King of the Hobbledygoblins," with its fantastic picture, is a feature in itself. The department for "Very Little Folks" is occupied by a charming poem, "The Fate of a Ginger-Bread Man," with little picture. "Jack-in-the-Pulpit" is as brilliant as ever. Published by Scribner & Co., 743 Broadway, New York.

Middleborough has had a public meeting to sympathize with New Bedford in her efforts to secure the construction of the New Bedford and Middleborough Railroad, and to resolve to aid the people of this city in carrying out the enterprise.

The revenue cutter Dexter has returned to Newport from a cruise in which the officers of the vessel, by the aid they were enabled to extend to vessels in danger, saved \$500,000 worth of property. The main work was to pull ships off that were aground.

Another reduction of 10 per cent. has been ordered in the wages of the operatives in the Aquidneck Mill, Fall River, to take effect immediately after the next pay day. It is believed the help will not accept the reduction, in which case the orders are to close the mill.

LIABILITY OF SPECIAL PARTNERS.—A decision of the Superior Court, General Term, New York, in the case of Durant against Abendroth, is of interest to merchants as showing with what strictness the line limiting the liability of special partners is drawn. The action was brought to recover of three defendants, as co-partners under the firm name of Griffith & Wundram, the amount of two promissory notes conceded to have been made by that firm. Abendroth alone defended, claiming that the partnership was limited, and that he, as a special partner, was exempt from liability except to the extent of his contribution to the capital stock paid in when the partnership was formed. It appeared that the requisite certificate and affidavit were filed with the County Clerk certifying to the formation of the partnership and averring that the \$10,000 to be contributed by the special partner Abendroth had been actually and in good faith paid in cash. Abendroth, when put on the stand as a witness, testified that the papers were signed on December 23, 1870, and his contribution to the capital of the firm was made on that day by his check dated December 31, 1870, which was paid as soon as it went to the bank on January 2, 1871. The General Term, in commenting on these facts, say, Judge Sandford writing the opinion: "The certificate and affidavit which were made and filed were regular in form, and ostensibly complied with the requirements of the statute. But they were not true. They contained false statements. The special capital stated therein to have been actually paid in cash had not been so paid. A check dated a week or more ahead is not cash, and the signing and delivering of such a check is not an actual payment in cash. * * * The result is inevitable. No limited partnership can be deemed to have been formed. No exemption was secured. All interested in the partnership remained liable for all the engagements thereof as general partners." Judgment is given for the plaintiff.

The great Centennial Clock, built at Thomaston, Conn., is completed. There are 1,100 pieces, the estimated weight of all being six tons. The main wheels measure four feet in diameter. The pendulum ball and rod weigh between 700 and 800 pounds, the rod being 14 1/2 feet long and connected with the clockwork by what is known as gravity escapement, and makes two second beats. The rod is of steel, and to compensate for contraction and expansion is incased in two cylinders, one of zinc and one of steel, which by their relative expansion upwards, maintain a uniform centre of oscillation. The clock stands eight feet high. There will be sixty or more dials connected with the clock, which will be run by electricity, the hands moving with every beat of the pendulum. The clock for Independence Hall will stand about fourteen inches higher than this one. It is in the Works now; also one that is to go to New Jersey, which is to be done in about six weeks. And while we are speaking about clocks the Company sent one to Cincinnati a while ago which carried four sets of hands and has four ten-foot dials, which has not varied twenty seconds in three months. These clocks have an attachment that turns on the gas at night and off in the morning, where they have illuminated dials.

Owing to the financial depression, the income of Amherst College will be seriously diminished this year. The Hitchcock fund of 100,000, the income of which is devoted to scholarships and professorships, will be wholly unproductive this year. The fund is invested in Ogdensburg and Lamolite Valley Railroad bonds, which have already passed two dividends, and there is no prospect of immediate resumption. As a consequence, about fifty students who were the recipients of scholarships of \$100 each from this fund, are greatly embarrassed, and some fear they must leave the college.

The recent failure of Hon. Newell Giles, Treasurer of the Rockport Savings Bank, discloses the unpleasant fact that the affairs of that institution are in a bad condition, and a temporary infjunction has been put upon the bank restraining it from transacting business until its affairs can be straightened out. It is hoped that the depositors will not lose more than their dividends.

The Mexican revolutionists at New Laredo having levied a forced loan on American residents there, the War Department has ordered several vessels to the Mexican coast for the protection of American interests. The flagship Hartford and three other men-of-war will proceed from Port Royal at once. The insurgents had captured Mier. Hard fighting is expected at Rio Grande shortly.

In the Spanish Senate the minister of colonies, in replying to a question about reforms to be introduced into the financial administration of Cuba, stated that the government was considering the subject, but was undecided yet, and in the present condition of the question discussion was inopportune.

A dispatch from Capt. Miller of the United States steamer Tuscarora, says that the bottom and depth of the water on the entire route between Honolulu and Brisham, via the Phenix Islands and the Piji Islands, is easy and practicable for laying the submarine cable. The Tuscarora left Sydney, Australia, for home March 11th, via Honolulu and the Samoan Islands.

The impeachment Court for the trial of ex-Secretary Belknap, assembled on the 17th inst., in Washington. Belknap appeared in person and denied the jurisdiction of the Court, he being a private citizen when proceedings were commenced against him.

At the Soldiers' Home, near Fortress Monroe, Va., General Armstrong, President of the Hampton Normal School, invited Secretary Taft and party to visit the school and hear the pupils sing. Three hundred students assembled struck up one of their plantation melodies, with which the audience were highly pleased. General Sherman was introduced and spoke as follows:

I will not talk to you, boys, I will talk to these girls. I am sure it gives me great pleasure to meet the faces of so many bright and promising pupils. Now you are free to do as you like. You are free to pick out your own husbands. Be a little careful, that's all. I have been delighted in listening to the sweet sounds of your voices to-day. God seems to have given you sweeter voices than your white sisters. You are here for the purpose of acquiring an education. A great responsibility depends upon you, for upon you depends in a great measure the education of millions of your race throughout the South, and if you will be true to your trust and do the teachings you have learned here, I am sure you will not disappoint the expectations of your friends. [Applause.]

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Small-pox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroys all poisons in the blood. His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1,347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

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The Theological Seminary at Madison, N. Y., is in great financial embarrassment. The leading Methodists and capitalists have been in session and have agreed to subscribe the sum necessary to pay the professors' salaries and meet the necessities of the hour. Middletown is in a worse condition. A committee appointed to visit the University have just returned, and report that \$500,000 will be necessary to place the institution on a firm footing. Heavy as the sum is it is said it will be raised.

The death of Kate Heath in New York, long proprietress of a bagnio, has developed a quarrel for her property, which is estimated at \$150,000. A Will leaves the bulk of it to Frank Durfee, a Wall street broker, but it is contested by Miss Harrington, the housekeeper of the deceased for twenty years, on alleged grounds that it was made when the deceased was incompetent to attend to such business, and that a prior Will had been made, which if not now in existence, had been destroyed to defraud her. The police have charge of the houses occupied by the deceased, one of which was the scene, recently, of contests for possession between the officers and women residents, during which several pistol shots were fired and knives used, the latter with some effect.

There is something pathetic at this moment in the words of President Adam's prayer for the new city of Washington. In his last annual address to Congress, on the 22d of November, 1860, he uses these words: "May this territory be the residence of virtue and happiness. In this city may that piety and virtue, that wisdom and magnanimity, that constancy and self-government, which adorned the great character whose name it bears, be forever held in veneration. Here and throughout our country may simple manners, pure morals and true religion flourish forever."

A couple were recently married at Waynesboro', Pa., the bride being seventy-five and the groom seventy-one. The latter had never been married before, and he was so overcome that he fainted at the conclusion of the ceremony, which incident the newly married wife to exclaim, "Poor fellow, I have feared all along that he couldn't stand it."

San Francisco has a population of nearly 270,000 according to its latest directory.

Several of the prominent shoe manufacturers of Lynn will petition Congress for a rebate on the duties upon serge, with a view to open a South American trade. The present duties upon imported serge are fifteen cents per pair of shoes, a charge which renders competition with foreign countries impossible, and the desire is to obtain a rebate of this tax upon all imported serge which is manufactured into shoes and exported.

The United States Senate has finally passed a bill to permit Minnie Sherman-Fitch to receive the diamonds presented by the Khedive of Egypt at her wedding, nearly two years ago, without paying the forty thousand dollars' duty upon them. This is the third attempt to get these diamonds out of the Custom House by Congressional legislation, and it is to be hoped that it may be successful.

Thirty-two liquor dealers were before the Municipal Court in Boston on the 19th inst., and had their cases carried to the Superior Court.

During the last six years England has expended the vast sum of \$763,587,064 for intoxicating drinks. This is \$40,000,000 more than the national debt.

Some of the Portuguese of New London attempted to hang Judas Iscariot in effigy the other day, but the police stopped them.

The exports from Boston since the 1st of January are larger than were the exports for the corresponding period of last year.

CREW LIST OF VESSELS SAILED.

Bark Swallow, Capt. Thomas L. Ellis, sailed from this port April 18th, 1876, for the Atlantic Ocean. The following persons compose her crew:

Holder Slocum, of Dartmouth, first mate; William G. Lee, of Southampton, N. Y., second mate; John B. Tobey, of Fairhaven, third mate; Gilbert E. Eleazar, Southampton, N. Y.; George W. Smith, Dartmouth, George W. Ellis, do., John J. O'Brien, New Zealand, and William Clendin, Bravo, C. V. L., boatswain; Manuel S. Sanza, New Bedford, cooper and shipkeeper; Joaquim Domingos, do., steward; George Renwick, New York, cook; John R. Barnard, Nantucket, Charles G. Wyer, do., Frank M. Rose, New Bedford, Joaquim Monato, do., Arthur R. Springer, do., Manuel Correa, Bravo, Henrique de Brith, do., Felipe de Barron, do., Antonio Andre, do., Sebastiao Fort, do., Joseph A. Bailey, Dartmouth, Albert H. Lawton, Fall River, Frank Thomas, Pico, W. L., Jose de Sento, Fogo, C. V. L., Robert Croynan, St. Enslace, William Kant, Montreal, Jack Kanaka, Strong's Island, Wilbur F. Colaba, Shenandoah, Pa., and Appella, Tahiti, seamen.

MARRIED.

In this city, 15th inst., Mr. Sylvester C. West to Miss Sarah F. Tripp, both of Fairhaven; 16th, Mr. Thomas O. Grinnell, of Little Compton, R. I., to Mary A. Sandford, of this city; 17th, Mr. Thomas McGee to Matilda Deas, both of this city; Mr. James F. Swenson, of Dartmouth, to Helen D. Burgess, of this city; 19th, Mr. George H. Wood, to Miss Lizzie A. Doane; 20th, Mr. George H. Taylor to Miss Minnie S. Upham, both of this city.

In Dartmouth, 31st ult., Mr. Charles S. Sherman to Miss Annie M. Mosher; 16th inst., Mr. Joseph B. Sherman to Abigail B. Gidley, all of Dartmouth.

In Providence, 14th inst., Mr. Edward A. Baker, of Providence, to Henrietta Luce, of this city.

In Nantucket, 16th inst., Mr. Joseph E. Medeiros to Mary E. Sylvia, both of Nantucket.

In Harwich, 2d inst., Mr. Ellisha Rogers, to Mrs. Mary C. Taylor, formerly of Nantucket.

DIED.

In this city, 15th inst., Jennie, daughter of Warren W. and Sarah L. Almy, of Tiverton, R. I., 17 years and 11 months; Frank, only child of J. Franklin and Lizzie C. Keen, 1 year and 8 months; Willie, infant son of Jeremiah and Ellen Sullivan, 6 months; 18th, Edwin, only child of Herman and Mary E. Ellis, 4 years, 5 months and 15 days; Michael Moran, 19 years and 3 months; Nellie, daughter of Thomas and Margaret Keenan, 2 years, 2 months and 10 days; 19th, Emma A., wife of Frank B. Borden, of Fall River, 21; Ellen, daughter of John and Martha Dunn, 1 year, 7 months and 16 days; 21st, Anne Maria, widow of the late Josiah Johnson, 42.

In Fairhaven, 16th inst., William E. Cushman, daughter of Frederick E. and Louisa C. Cushman, 21; 21st, Obed Zandy, 51 years, 2 months and 9 days.

In East Fairhaven, 19th inst., Ada F., daughter of the late Henry P. Weedon, 19 years and 4 months.

In North Dartmouth, 16th inst., Mrs. Maria H. Rotch, 58.

In Mattapoisett, 15th inst., Herbert Lester, son of L. Frank and Hannah F. Smith, 2 years, 1 month and 15 days; 21st, Benjamin D. Gilbert, 76 years, 10 months and 2 days.

In Falmouth, 16th inst., Catherine H., widow of the late William R. Sherman, of this city, 73 years and 4 months.

In Rochester, 14th inst., Frederick Seward, 71.

In North Rochester, 13th inst., Bathsheba Crapo, 78.

In Fall River, 19th inst., Sarah C., wife of Hon. Josiah C. Blaisdell, 50.

In Taunton, 16th inst., Sally, wife of Joseph Hall, 72.

In Nantucket, 19th inst., Fremont, son of John W. Rand, 19 years and 7 months.

In Adams, N. Y., 2d inst., G. J. Rich, formerly of this city, 60.

In San Francisco, 9th inst., Martha B., wife of Avery T. Harris, and daughter of the late Cromwell Barnard, formerly of Nantucket.

FOR THE AZORES.

THE Al clipper Bark MONESTA, will run as a regular packet between Boston and the Azores Islands, leaving Boston on the 16th inst.

For freight or passage apply to Capt. WILLIAM LEWIS, No. 4 Taber's Wharf, New Bedford, to MEDINA BROTHERS, 39 Lewis Wharf, Boston. MANUEL J. SEQUEIRA, 100 State St., N. Y.

or SILVA, CABRAL & CO., 17 St. Michaels, W. I.

ALABAMA CLAIMS.
 An Act has been passed by Congress, allowing further time within which claims for direct losses can be made before the Court of Commissioners of Alabama Claims. Officers and mariners on board ships destroyed by the Shenandoah after February 13, 1865, or by the Alabama or Florida, are entitled to compensation for personal effects and wages. For information, apply at once at the office of MARSTON & CRAPO, 35 North Water street, New Bedford, Mass.

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SPECIAL NOTICE.

NEW BEDFORD RAILROAD.

On and after MONDAY, MAY 1st, 1876, the INWARD passenger trains, after landing passengers at the Pearl street station, will be run to Commercial Wharf, to accommodate those who wish to be landed in that section of the city.

OUTWARD passenger trains will leave Commercial Wharf at 7.15, 7.45, 10.05 A. M., 3.25, and 4.55 P. M.

On INWARD trains, all baggage will be left at the Pearl street station, unless the passenger owning the baggage requests the Conductor to have it sent to Commercial Wharf.

WARREN LADD, Sup't.

New Bedford, March 18th, 1876.

\$5 to \$20 per day at home. Samples

free by mail. TRU & CO., Portland, Maine.

1f

PHINEAS WHITE, JR.,

—FURNISHES THE—

PENDULUM PUMP.

THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.

Mr. White attends to the repairs of all kinds of Pumps, and also furnishes all kinds of Plumbing on the most reasonable terms. Call at No. 24 William street.

1f

\$12 a day at home. Agents wanted. Out-

fit and terms free. TRU & CO., Augusta, Maine.

1f

OFFICE OF THE Atlantic Mutual INSURANCE COMPANY.

New York, January 24th, 1876.
 The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875, \$5,840,021.38
 Premiums on Policies not marked off 1st January, 1875, 2,455,273.07

Total amount of Marine Premiums, \$8,295,294.45
 No Policies have been issued upon Life Risks; not upon Fire disconnected with Marine Risks.
 Premiums marked off from 1st January, 1875, to 31st December, 1875, \$6,123,134.68
 Losses paid during the period, 2,712,056.53
 Returns of Premiums and Expenses, 1,217,477.28
 The Company has the following ASSETS, viz.:

United States and State of New York Stocks, City, Bank and other Stocks, 10,314,040.00
 Loans secured by Stocks, and otherwise, 2,544,200.00
 Real Estate and Bonds and Mortgages thereon, 267,000.00
 Interest and sundry notes and claims due the Company, estimated at, 454,037.92
 Premium Notes and Bills Receivable, 2,076,360.50
 Cash in Bank, 365,402.42

Total amount of assets, \$16,019,940.92

Six percent. interest on the outstanding certificates of profit will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next.

The outstanding certificates of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and canceled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

Whaler's AND MERCHANTS' SHIPPING LIST.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING MAY 2, 1876.

NO. 11.

The Whaler's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY EBBEN P. RAYMOND,

4 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance.

When paid STRICTLY IN ADVANCE. Single

copies 5 cents.

No paper will be discontinued until

all arrearages are paid, except at the option

of the publisher.

Advertisements inserted at 50 cents

per square for the first insertion, and 25

cents per square for each subsequent inser-

tion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive cir-

culation in the principal cities and towns

in New England, rendering it a valuable

medium for advertising.

A complete list of American Whaling ves-

sels with the latest report from each, is con-

tained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch

Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of

Islands, N. Z.

A. W. PEIRCE & CO., Honolulu, Sand-

wich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the date of

arrival, and the amount of Oil and Whale-

bone brought by each vessel.

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THE WEEKLY SUN.

1776. NEW YORK. 1876.

Fifteen hundred and seventy-six is the

centennial year. It is also the year

which an opposition House of Representa-

tives, the first since the war, will be in power

at Washington; and the year of the twenty-

third election of a President of the

United States. All of these events are sure

to be of great interest and importance, es-

pecially the two latter; and all of them and

everything connected with them will be

fully and freshly reported and expounded

in the Sun.

The opposition House of Representatives,

taking up the line of inquiry opened years

ago by the Sun, will sternly and diligently

investigate the corruption and misdeeds of

Grant's administration; and will, it is to be

hoped, lay the foundation for a new and

better period in our national history. Of

all this the Sun will contain complete and

accurate accounts, furnishing its readers

with early and trustworthy information

upon these absorbing topics.

The twenty-third Presidential election,

with its preparatory and its aftermath, is

memorable as a third term of power and

plunder, and still more as deciding who shall be

the candidate of the party of Reform, and as

deciding the fate of the nation. Concerning

all these subjects, those who read the Sun will

have the constant means of being thoroughly

well informed.

THE WEEKLY SUN, which has attained

a circulation of over eighty thousand copies

already has its readers in every State and

Territory, and we trust that the year 1876

will see its numbers doubled. It will

continue to be a thorough newspaper. All

the general news of the day will be found in

it, condensed when unimportant, at full

length when of moment; and always, we

trust, treated in a clear, interesting and in-

structive manner.

It is our aim to make the Weekly Sun the

best family newspaper in the world, and we

shall continue to give in its columns a large

amount of miscellaneous reading, such as

stories, tales, poems, scientific facts, and

agricultural information, for which we are

not able to make room in our daily edition.

The agricultural department especially is

one of its prominent features. The fashions

are also regularly reported in its columns;

and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with

fifty-six broad columns is only \$1.20 a

year. Postage prepaid. As this price bare-

ly pays the cost of the paper, no discoun-

t can be made from this rate to clubs, agents,

Postmasters, or anyone.

THE DAILY SUN, a large four-page

newspaper of twenty-eight columns, gives

the news for two cents a copy. Subscrip-

tion, postage prepaid, 55 cents per month,

or \$6.50 a year. SUNDAY edition ex tra.

\$1.10 per year. We have no travel-

agents.

Address, "THE SUN," New York City

scribners' Monthly for 1876

THE publishers invite attention to the

following list of some of the attractive

articles secured for Scribner's Monthly, for

the coming year. In the field of fiction, be-

sides numerous novelettes and shorter stor-

ies, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our

hands,

"GABRIEL CONROY,"

By Bret Harte.

Begins in the November number,

and will run for twelve months. This is Mr.

Harte's first extended work. The scenes and

characters, which the author has chosen

from his favorite field, California, are paint-

ed with characteristic vividness and power;

and the work is without doubt the most

graphic record of early California life that

has yet appeared.

We shall also begin in the January No.

"PHILIP NOAN'S FRIENDS,"

By EDWARD EVERETT HALE.

The scene of this story is laid in the South-

western territory, now forming the States of

Louisiana and Texas, at the time of Aaron

Burr's treason. The characters lived in a

section which was now American, now

French, and now Spanish, and the record

of their adventurous lives makes a story of

intense and unflagging interest throughout.

A SECOND "FARMER'S VACATION,"

By COL. GEORGE E. WARRING, JR.

Col. Warring is now in Europe, visiting in

a row-boat, side of two hundred and fifty

miles, one of the most fertile and interest-

ing of the vine-growing valleys of Europe.

The second series of papers promises to be

even more interesting than the first, with which

our readers are already familiar.

CENTENNIAL LETTERS,

Edited by John Vance Cheney.

A rare collection of Revolutionary Letters,

many from stores in the hands of the de-

scendants of Col. Joseph Ward. They are

full of interest, and will be read with a rare

relish in connection with the Centennial

Celebration of the year.

BRILLIANTLY ILLUSTRATED

ARTICLES ON

AMERICAN COLLEGES.

Written respectively by their friends, will

appear during the year. The revived inter-

est in college life makes these papers espe-

cially timely, and will secure for them un-

usual attention.

OLD NEW YORK.

Elegantly illustrated articles on Old New

York, by John F. Milnes, will appear once

and will attract the attention of all, in city

or country, who are interested in the de-

velopment of the great metropolis, and af-

fectionately remember the quaint peculiar-

ities of its olden time.

Every number is profusely illustrated,

thus enabling us to give to our descriptive

and narrative articles, an interest and per-

manence value never attained in a non-illus-

trated periodical. Under its accustomed

management the magazine will in the fu-

ture be devoted to the history of the past,

to sound literature and Christian progress.

THE EDITORIAL DEPARTMENTS

occupy over twenty pages of each number

and contains Dr. Holland's vigorous and

timely editorials, as well as Reviews of the

latest works in Art, Literature and Science.

TERMS:

\$4 a Year, in advance; 35 cents a No.

The 10 volumes complete, Nov. 1875, to Oct.

1876, bound in maroon cloth, \$20.00.

In half morocco, \$30.00.

Volumes begin in November and May.

Any of the earlier volumes (I to VIII) will

be supplied separately to parties who wish

them to complete sets at this rate, i. e.,

cloth, \$2.00; half morocco, \$3.00.

Booksellers and Postmasters will be sup-

plied at rates that will enable them to fill

any of the above offers.

Subscribers will please remit in P. O.

Money Orders, or in Bank Checks or Drafts,

or by Registered Letters. Money in letters

not registered, at sender's risk.

SCRIBNER & CO.,

743 Broadway, New York.

SEEING BETTER DAYS.

Widow Minton had seen better days.

How far back wasn't exactly certified: but

she had seen them. Better days hung

mouldily about her, like the defaced shreds

of antiquated embroidery.

The sturdy gossips of the sea-side village,

who went about with their skirts tucked

up, and their bare brown arms ready and

able for any work, looked askance at the

widow Minton, with her pitiful meagre-

ness of aspect, her flickering black eye,

and her trailing black gown. They nudged

each other and said, "Better days—Lord

save us!"

J. & W. R. WING & CO.

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING!
Men's White and Fancy Shirts, Under-shirts and Drawers,
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS,
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,
WILLIAM R. WING,

JOHN WING,
HIRAM W. WENTWORTH.



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store
SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—
FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade!

The business hereafter will be conducted under the style of DOANE & CO.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.,

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
RESTAURANT
Custom and Ready Made
CLOTHING
GENTS' FURNISHING GOODS
Fine and Fancy Shirts, UNDER-
SHIRTS and DRAWERS, HATS,
and Caps, Etc., Etc.



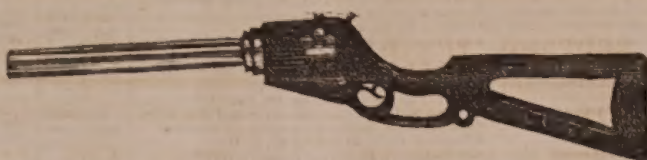
"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,

A cordial invitation is extended to my SEA-FARING FRIENDS to call and exam-
ine before purchasing elsewhere.

WHALEMEN ATTENTION!

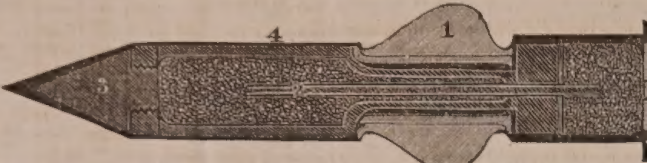
Bomb Guns and Lances.



THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE
CUNNINGHAM & COGAN'S CELEBRATED PATENT
BREECH-LOADING BOMB GUNS,

— ALSO —

BOMB LANCES AND CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS F. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PEELE SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle-
man's, furnishings of every description, also a complete assortment of Cloths, Cassimeres,
etc., and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality, to all of which our seafaring friends and the public are invited to inspect
garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,



NO. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING, GENT'S FURNISHING GOODS,
Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of
CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,
Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

NEW BEDFORD RAILROAD.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 6th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, 10.45 A. M., and 3.40 P. M. Return
8.00, 11.10 A. M., and 4.35 P. M.

Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.

Providence, at 7.30, 10.25 A. M., 3.40, and 5.20
P. M. Return, 8.00, 10.50 A. M., 4.40, and 7.
40 P. M.

Taunton, at 7.30, 8.00, 10.25 A. M., 3.40,
and 5.20 P. M. Return, 9.00 A. M., 12.10,
5.45, 9.20, and from Dean street station,
4.20 P. M.

Myricks, at 7.30, 8.00, 10.25 A. M., 3.40
and 5.20 P. M. Return, 9.45, 9.20, A. M., 12.25, 4.40
and 6.00 P. M.

Howland's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.20 A. M., and 6.05 P. M.

East Freetown, at 7.0 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.10 P. M.

Braley's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.35 A. M., and 6.15 P. M.

Acushnet, at 7.30, 10.25 A. M., and 3.40 P. M.
Return, 9.45 A. M., and 6.25 P. M.

Worcester via Mansfield and South Fra-
mington, at 3.40 P. M.

Lowell, at 3.40 P. M.

Fitchburg, at 3.40 P. M.

Fall River, at 7.30, 10.25 A. M., 3.40 and 5.20
P. M. Return, 11.15 A. M., and 3.35 P. M.

Newport, at 8.00 A. M., and 3.40 P. M. Re-
turn, at 2.55 P. M. 1.00 and 10.00 P. M. Sun-
days, 10.00 P. M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.00, 11.10 A. M., and 4.30 P.
M. Return, 7.30, and 11.10 A. M., 2.00, 4
and 5.30 P. M.

Providence, at 5.25, 8.10, 11.10 A. M., and
1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
10.50 A. M., 2.00, 4.40, 6.20, and 7.40 P. M.

Passengers for Taunton and New Bedford
from way stations between Boston and
Mansfield, will take the trains which leave
Boston at 7.30, 10.30 A. M., and 4.00 P. M. to
Mansfield.

Passengers for way stations between
Mansfield and Boston, in the morning will
take the A. M. train from New Bedford,
and the 6.32 A. M. train from Taunton.

*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.29 A. M., and 2.40 P. M.

Mattapoisett, at 7.29 A. M., 2.40 and 4.40 P. M.
Marion, at 7.29 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.29 A. M., and 2.40 and 4.40 P. M.
Cape Cod, at 7.29 A. M., and 4.40 P. M.

Nantucket, at 7.29 A. M.

Plymouth, at 7.29 A. M., and 2.40 P. M.

LEAVE BOSTON, via Old Colony Railway
at 8 A. M., and 4.00 P. M.

LEAVE SANDWICH, at 7.30 A. M., 2.58 P. M.

LEAVE HYANNIS, at 6.45 A. M., 2.05
P. M.

LEAVE TREMONT, at 10.10 A. M., 3.55 and
5.40 P. M.

LEAVE MARION, at 10.22 A. M., 4.10 and 5.59
P. M.

LEAVE MATTAPoisETT, at 10.34 A. M., 4.25
and 6.11 P. M.

Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.

sept 3, 1875. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a
copartnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union Street, daily, (Sundays except-
ed) for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the
United States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Comptrol, &c., promptly collected. Goods of
all descriptions forwarded with despatch.

This Express connects with steamer Mon-
ohasset for Wood's Hole, (Falmouth),
Holmes Hole and Edgartown, (Martha's
Vineyard).

H. & Co., have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk Street, opposite the Old
South Church.

Providence, 34 Dorrance street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union Street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.

New Bedford, May 20, 1875.

DAVENPORT, MASON & Co's
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 5th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co

New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—In New York, at 105 Wall
Street; No. 346 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 19 Commercial Wharf.
Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

Agents and masters of whaling vessels, that
they have succeeded in getting the tonnage duty
removed from whaling vessels visiting this port
for the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31 gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:

A Package duty of twenty-four cents per bar-
rel. Harbor dues, 28; Secretary's fee, 28; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however,
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply Store
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty cents per barrel, (deliv-
erable New York or Boston) free of all other
charges except insurance, which will be effected
on the most favorable terms when required.

Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any persons offering them-
selves as Pilots, as there are none licensed by the
Customs, and none needed, there being no ob-
structions whatever in the Bay.

On coming to anchor masters are also infor-
med that the middle part of Carline's Bay,
from Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lighthouse is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 6th
of the following month. All letters so forward-
ed to our care will be safely received, and delivered
as addressed. Masters of vessels calling off the
Harbor and not wishing to anchor may obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer,
and will not incur the expense of that officer's
fee—\$1.

New Bedford papers always on file for inspec-
tion. W. P. LEACOCK & CO.

nov 22/64

tt

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to

ship masters visiting this port in pre-
paring supplies.

Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.

Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.

Charges on goods addressed to our care
advanced, and added to Bill of Lading.

Particular attention paid to chartering of
vessels, Insurance effected, &c., &c.

je30/74

tt

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C

WHALEMEN'S STORES of all kinds
unished at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.

sep10/67

tt

ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.

All business entrusted to my care
will receive prompt and careful attention
References:—Charles F. Howland, Orick
Smalley, New Bedford. 1y dec8/74

New Bedford and New York

STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other

Route.

Steamer CITY OF NEW BEDFORD,

MAY 2, 1876.

BOSTON WEEKLY JOURNAL,
FOR THE CENTENNIAL YEAR.
1876.

ORGANIZE YOUR CLUBS.

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Jan'y 1876 1y

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Letters for American Whalers forwarded to me, will be delivered at addresses.

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The Whalemens Shipping List,
NEW BEDFORD:
TUESDAY MORNING, MAY 2, 1876.
CATALOGUE OF
NANTUCKET WHALERS,
And their voyages from 1815 to 1870.
Single Copy—37 Cents. Three Copies \$1.
FOR SALE
AT THIS OFFICE.

IMPORTS
Of Sperm and Whale Oil and Whalesome
to the United States, for the week ending
May 1, 1876.

	Bls.	Sp.	Lbs.
	sp.	wh.	bone.
New Bedford.	375	875	
Bark Desdemona.	100		
Do. on freight.			
Schr. Alfred Keen.	169		
New York.			
Steamer Colon.	43		
Total.	678	875	
Previously.	4,329	19,279	68,230
From Jan. 1, to date.	5,007	20,154	68,230
Same time last year.	6,538	11,402	182,899

NEW BEDFORD OIL MARKET.
For the week ending May 1.

SPERM.—Is very quiet, the only sale being 50 bbls. for export, on private terms.
WHALE.—Is also quiet, since the last sales for export, a sale was made of 225 bbls. Northern, for manufacture, at 60 cents per gallon.

IMPORTATIONS.

Per bark Desdemona, at this port, 29th ult., from St. Helena—190 bbls. sperm oil from bark Mattapoisett, to Abbott P. Smith, New Bedford.
Per schooner Alfred Keen, at Boston, 29th ult., from Barbadoes—140 bbls. sperm oil from bark Peru, to John McCollough, New Bedford.
Per steamer Colon, at New York, 25th ult., from Callao—43 bbls. sperm oil, to order.

LETTERS.

A letter from Capt. Robbins, of bark General Scott, of this port, reports he at St. Helena, March 12th, having shipped 165 bbls. sperm oil by bark E. W. Wood, for this port.
A letter from Talcahuano reports that bark Mary & Susan, Handy, of New Bedford, arrived there on the 14th ult., having taken 430 bbls. sperm oil the last cruise. Reports last of February, barks Mars, Allen, do. 380 sperm the last year; Nautilus, Lake, do. 380 sperm this cruise; John Carver, Dean, do. 160 sperm 80 whale, and afterward saw her boiling; John P. West, Manchester, do. nothing since leaving the Western Islands.
A letter from on board bark Pioneer, Tripp, of this port, reports he at sea, no lat. etc. February 1st, having taken 150 bbls. sperm oil since leaving Fayal. All well.

Bark R. W. Wood, at St. Helena, March 21st, bound to this port, had on board oil from the following vessels:—119 bbls. sperm from bark Kathleen; 109 do. from bark John Dawson; 106 do. from bark General Scott; 800 do. and whale from bark George & Susan. About 900 bbls. sperm and whale were yet to be shipped by the latter vessel; and about 370 bbls. were engaged for shipment by bark Louisa, which vessel was daily expected to arrive at St. Helena.

Correspondent of the Shipping List.

FAYAL, March 27th, 1876.—Bark Ohio, 2d, Smith, of New Bedford, left this port on the 11th inst., and by the arrival of the packet from Flores, is reported as having touched there since she left Fayal, having taken 73 bbls. sperm oil.

Bark Azor, arrived on the 25th inst., in 23 days from Boston, and was to leave for that port again on the 6th of April.
Bark Amizade, was to leave for Boston on 25th of March, with passengers.
The work for the Breakwater were commenced on the 26th inst.

DEATH OF A WHALING MERCHANT.—Henry P. Haven, senior member of the house of Haven, Williams & Co., of New London, died of his residence on the 30th ult.

Schooner Helen, of this port, collided with the tug-boat Gorilla, in the East River, New York, on the 25th ult. A barge was sunk, but no lives were lost. The schooner was badly damaged.

The two branches of the Legislature in convention on the 25th ult., elected Messrs. Joseph H. Chadwick of Boston, Thomas Talbot of Billerica, and Charles L. Wood of New Bedford, as Directors of the Boston and Albany Railroad on the part of the State. Messrs. Wood and Chadwick are re-elected, and Mr. Talbot succeeds to the place of Lewis B. Norton of Westfield.

The Mayor and Aldermen in this city, gave a hearing on the 25th ult., on a petition numerously signed, that licenses to sell liquor be withheld the coming year. Addresses were made by Judge Pitman, Rev. B. P. Raymond, Rodney French and Hiram Van Campen, in behalf of the petitioners, and by Lemuel T. Wilcox and Edwin L. Barney, Esq., in opposition. No action has yet been taken by the Board.

Our citizens on the 24th ult., by a plurality of 294, voted not to subscribe \$150,000 to the capital of a railroad from this city to Middleborough. The aggregate in the several wards were as follows: 1,174, noes, 1,268. A convention of the friends of the Railroad is talked of.

Surgeon George F. Winslow, United States Navy, who has been during some months on furlough in this city, has been ordered for duty to the United States torpedo steamer at Newport, R. I.

THE SCIENCE OF HEALTH ON HYGIENE PRINCIPLES.—The May number of this popular and valuable monthly, contains articles on Diphtheria; Insurrection as a cause of Infant Mortality; an illustrated paper on Nails and Hair; How to Purify the Blood; Overworking the Brains of Children, together with a rich miscellany relating to Household and Agricultural matters, etc., etc. It is published by S. E. Wells & Co., 73 Broadway, N. Y. Price only \$2.00 a year.

THE MASSACHUSETTS LEGISLATURE closed its session of 115 days on the 25th ult. It being the shortest session in fifteen years, and effects a saving of \$23,000 of expenditures as compared with previous sessions. Other measures of retrenchment will increase this amount to \$40,000. The State tax this year is \$1,800,000, a decrease of \$200,000 from last year, and less than in 1863.

The Militia bill as passed, makes the May training optional, and in other respects will cause a large reduction of expense.

The License Law remains substantially as last year, the Governor having vetoed the new bill which made the manner of selling liquor more open.

The bill providing for a tax on all places of public worship beyond the value of \$12,000, was discussed at great length, but failed to be enacted.

A bill legalizing the marriage of James Parton and Ellen Willis Eldridge passed both branches after a sharp contest, but was vetoed by the Governor upon the ground that it is unconstitutional for the Legislature to make a special exception under a general law. While a law stands there is no power to suspend a provision even when the end apparently justifies the means.

Bills passed, to authorize the appointment and define the duties of a Harbor Master for the port of New Bedford; to extend the time for commencing and completing the Cape Cod Ship Canal; to incorporate the New Bedford Marine Insurance Company; to authorize the Old Colony Railroad to purchase the Fall River, Warren and Providence Railroad; in relation to Savings Institutions; to confer a veto power upon the Mayor of cities; to establish a common time for granting certain licenses; to authorize the seizure, destruction or sale of intoxicating liquors exposed for sale contrary to law; to punish illegal voting.

THE EMMA MINE.—The investigation into General Schenck's connection with the Emma Mine is about concluded, and the report of the committee will relieve General Schenck from the charge of criminal intent to defraud or become a party to any wrong act. General Schenck has introduced considerable testimony to show that the mine is not altogether worthless as alleged, while the other side brought witnesses to testify that it can never be made to pay. In view of the conflicting statements it is understood that the committee will confine their report strictly to the alleged frauds practised in putting the stock upon the market and General Schenck's connection with the same; but holding him censurable on account of his position as Minister.

FINANCIAL.—The bids for \$5,833,000 of funded United States Bonds to be sold in satisfaction of claims under the Geneva Award, were opened at the Treasury Department on the 24th ult. There were twenty-five bids, that of Drexel, Morgan & Co., New York, \$103 25 100 being the highest, and will probably take the whole amount. N. M. Rothschild & Sons bid \$103 7 1/2. The gold proceeds were sold in New York on Thursday in order to payment of the awards of judgments of the Commissioners.

BARBADOES.—A London dispatch of the 24th ult., reports serious riots at Barbadoes throughout the island, sacking of plantations and houses, and animals destroyed. The troops are actively employed, and more than forty of the rioters have been shot. Business is suspended, and families are seeking the shipping for safety. The rioters claim the sanction of the Governor, John Pope Hennessy, for their actions whose immediate recall is urged by the Defence Association.

The Boston and Albany Railroad investigating committee in the Massachusetts Legislature have reported a recommendation that the Attorney General be instructed to bring an action against Chapin, Kimball and Sargent for the purpose of securing the profits of the Ware lease to the Treasury of the Boston and Albany road; that they have been guilty of a violation of their official duty and deserve the censure and condemnation of all high-minded and honorable men.

Mr. A. E. Swasey many years Superintendent of the Taunton Branch Railroad, and since its absorption with the Boston, Clinton & Fitchburg Railroad, agent for the Middleborough Railroad, died on the 25th ult., after a tedious illness. He was one of the oldest Railroad Superintendents in the country.

In the Supreme Judicial Court at Taunton on the 27th ult., in the case of William C. N. Swift, vs. Union Mutual Marine Insurance Company, an action of contract on a policy of insurance, after the commencement of the case the Judge directed a verdict for the plaintiff for a total loss. The case will be reported to the full Court on questions of law.

THE COST OF INVESTIGATION.—The printing of the evidence taken by the Naval Investigating Committee has been ordered by the House of Representatives, and will cost nearly \$100,000. In Belknap's case, a post trader from Camp Apache, before the Clymer committee testified to the simple fact that he was appointed on the recommendation of the officers of the post, that he never paid a cent for his position, and has not been asked for or paid any political assessments. For so much information, he figures up his expenses from Tucson to Washington at \$2,500, while his witness fees will amount to \$350, mileage and per diem.

The Directors of the Atlantic and Pacific Telegraph lines have agreed upon certain extensions including lines from Albany to Springfield and Greenfield, from Rye Beach to Portland and from Fall River to New Bedford.

THE OUTGONE HEARTH.—The May No. of this interesting monthly is received, and, as usual, is full of good articles. Published by Milburn & Spencer, 347 Washington street, Boston, at the low price of \$1.50 per annum. Single copies 15 cents.

The story just told by Piper, the convicted murderer of little Mabel Young, that she was killed by the trap door of the belfry falling upon her, is not generally believed in Boston. The Traveller says: "The story is in itself improbable. The girl was not dead when Piper left her in the belfry, and it was her cries that called attention to her condition, though he must have thought her fatally injured. The first impulse of any man, if the girl had been hurt by such an accident as he described, would have been to take her in his arms and bear her to her friends. If he had done that he would have been believed. If he had told that story the next day, giving as an excuse that he was frightened, possibly he would have been credited with telling the truth. But he has persisted in a different story during two trials for his life, and it is apparent that this statement is an afterthought."

THE TRUTH ABOUT THE CENTENNIAL PROSPECTS.—A correspondent of a New York paper condenses a good deal of fact and common sense in the following:

"On the course of recent trips North and West I took pains to inquire of hotel keepers, railroad agents and others, 'how many people were going to the Centennial?' Almost invariably the answer was something like this: 'Well, it depends a good deal on how much it costs. People can't afford to use much money just now outside their own family expenses. If the railroads put down their fares low enough, and folks are sure of not being swindled at Philadelphia, a good many will go. If not, they'll stay at home.'"

—Don Pedro and party arrived in San Francisco on the 24th ult. Before reaching the city his car was detached and with another engine rushed over the road half an hour in advance, thus ensuring a quiet reception. The regular train was met upon its arrival by the multitude with bands and colors, but only to find that the Emperor had stolen a march upon their intended ovation.

—The steamer Empire State, of the Fall River and New York line, has been sold to parties in Taunton and Boston, to be run in the Centennial trade between Fall River and Philadelphia. Capt. J. Marshall Phillips of Taunton, one of the proprietors, will command her.

—The new Post Office bill as adopted by the House committee provides that the free delivery system, by carriers, shall not be introduced in cities of less than 40,000 inhabitants. Bad for New Bedford.

—Chelsea has paid J. C. Trowbridge \$20,000 damages for compound fracture of the knee pan caused by a defect in a sidewalk rather than go into court on a claim of \$10,000 damages.

—Charles D. Matthews, a retired merchant of New York, has bought the Le Grand Lockwood property in Norwalk, Conn., for \$100,000. The original outlay on the mansion, which is said to be the finest in this country, was over one million of dollars.

—A Flint Glass Company has been organized in Meriden, Conn., with a capital of \$50,000, for the manufacture of glass goods of all kinds and qualities.

—In the United States Circuit Court at St. Louis, McKee convicted of defrauding the government by illicit whiskey, has been sentenced to a fine of \$10,000 and ten years in the county jail.

—Harper's Magazine has a circulation of 140,000, and well deserves it.
—Schroeder, Lindland & Co., of Milwaukee, the firm that made a big wheat corner last Fall, have failed.

—The City National Bank in Chicago, with a cash capital of \$250,000, closed its doors on the 21st ult., with liabilities of \$800,000, and \$100,000 over its assets.

—Capt. Eliza Sampson aged 67, an old citizen of Duxbury, was shot by his insane son on the 24th ult.

—The Post Office appropriation bill is about finished. It reduces three and a half millions, and cuts down the pay of railroads and the salaries of Postmasters and forbids all advertisements of post routes in the newspapers.

—The United States Supreme Court has decided the noted Arkansas Hot Springs cases, affirming the judgment of the Court of Claims, that none of the claimants are entitled to the lands, as against the government, and that all the claims advanced are equally untenable.

—The United States Supreme Court has affirmed the judgment of the Supreme Court of Louisiana in the case of the colored man refused refreshments at a restaurant, that the trial of such a case is not necessarily by jury, but is regulated by State laws, and not an immunity of national citizenship.

—The second annual bench show of dogs by the Rod and Gun Club in Springfield, Mass., was held on the 25th and 27th ult. There were about 300 entries. The Massachusetts Sportsmen Association chose George Delano of New Bedford, as President.

—James C. Humphreys in Lowell, had an insurance policy of \$1,800 in the Aetna Company on a building which he tried to burn. He has been arrested for arson.

—The Harbor Commissioners have granted a license to the Old Colony Railroad Company to build a bridge across Monument River without a draw.

—Mrs. Mary C. Briant died in Newark, N. J., last week, aged 98 years. She had 8 children, 43 grand children, 98 great-grand-children, and 14 great-great-grand-children. Total, 169 descendants.

—The Aldermen of Lowell have refused to comply with a petition that the men and women of the city be permitted to vote upon the question of restricting licenses to sell intoxicating liquors. The intention was to take the vote of men and women separately.

—The new Militia bill makes a great diminution in the ranks of the Massachusetts Militia.
—Charles Francis Adams has accepted the invitation to deliver the Fourth of July address in Taunton.

THE NEW ELECTRIC TORPEDO BOAT was experimented with at Washington on the 21st ult. A very small torpedo was used, apparently not larger than a good sized apple. The boat is composed of a hull of sheet-iron, shaped like a cigar, and is filled with complicated machinery. Her movements are directed by electricity, by means of a wire similar to the telegraph cable, though, of course, of far less size. This wire is paid out by means of a reel; therefore the movements of the boat can be directed for that distance. The boat is propelled by means of carbolic acid gas.

The inventor, Mr. Lay, stood on the Wyoming with his battery and key-board, and after the boat was shoved out he guided her by means of the cable communication in any direction he pleased.

When it reached a suitable position in full view of the assembled spectators, the order was given in the same silent manner in which all the evolutions had been directed, to discharge the torpedo, and forthwith the explosion followed. The little craft was then called to the dock for a brief time and again ordered on another cruise, during which it fairly waited about in the water, illustrating the rapidity and variety of movement of which it is capable. Small as it is, this boat can carry 400 pounds of dynamite. It is intended that when used to demolish an enemy's vessel the torpedo boat itself shall be sacrificed. The inventor hopes to introduce these boats as destructive weapons of offence and defence into our navy, for harbor and coast defenses, and also to arm sea-going vessels with them. They travel through the water at the rate of twelve knots per hour, and can be run out and exploded beneath an enemy's ship before the latter has time to retreat.

AMERICA THEN AND NOW.—One hundred and ten years ago there was not a single white man in what is now Kentucky, Ohio, Indiana, or Illinois. Then, what is now the most flourishing part of the United States, was as little known as the country in the heart of Africa. It was not till 1776 that Boone left his home in North Carolina to become the first settler in Kentucky. And the first pioneer of Ohio did not settle till twenty years later. A hundred years ago Canada belonged to France, and Washington was a modest Virginian Colonel, and the United States the most loyal part of the British Empire, and scarcely a speck on the political horizon indicated the struggle that in a few years was to lay the foundation of the greatest republic of the world.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Smallpox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroys all poisons in the blood.

His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1,347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

apt 25-76 6m

—Mr. Henry Topman, designer of the Pacific Mills, Lawrence, has designed and woven a piece of cloth to be sent to the Centennial exhibition, in which a complete representation of the main Pacific Mills is given in silk, woven into dark worsted ground. There are various appropriate emblems in the design, such as an eagle, shield, etc., the dates 1776-1876, the names of the treasurer, agent, selling agents, etc., of the Mills, and the design is repeated several times on a piece of cloth of about twelve yards in length. The weaving was done on a loom with Jacquard attachments, and is said to be the finest specimen of the weaving of names and illustrations into a textile fabric which was ever made in this country.

—The Danbury News is responsible for the statement that the first robin of the season is taking cod-liver oil in a Division street family.

—A New York vagrant, who had been fined regularly every week for begging, requested the magistrate to fine him by the year at a reduced rate.

—The jury in the case of J. B. Warner of North Dighton, vs. Old Colony Railroad Company, for damages for the loss of his legs by being run over at Wier Junction in 1873, returned a verdict of \$9,000 against the Company.

—The Atlantic and Pacific Telegraph Company, by the reduction of tolls, has increased the volume of its business 23 per cent, and its cash receipts 17 per cent., with no increase of expenses.

—Newport, R. I., has elected two ladies as members of the School Committee.

—The Women Suffrage bill which has been regularly introduced in the British House of Commons during several years past, was rejected on the 26th ult., by a vote of 239 against 152. John Bright opposed the bill in the interest of women themselves, as untenable in principle and contradicted by universal experience.

IS TEMPERATE DRINKING SAFE?—At a certain town meeting in Pennsylvania, the question came up whether any person should be licensed to sell rum. The clergyman, the deacon, the physician, stranger, as it may now appear, all favored it. One man only spoke against it, because of the mischief it did. The question was about to be put, when there arose from one corner of the room a miserable woman. She was thinly clad, and her appearance indicated the utmost wretchedness, and that her mortal career was almost closed. After a moment's silence, and all eyes being fixed upon her, she stretched her attenuated body to its utmost height, and then her long arms to their greatest length, and raising her voice to a shrill pitch, she called to all to look upon her.

"Yes!" she said, "look upon me, and then hear me. All that the last speaker has said relative to temperate drinking, as being the father of drunkenness is true. All practice, all experience, declares its truth. All drinking of alcoholic poison as a beverage in health, is excess. Look upon me! You all know me, or once did. You all know I was once the mistress of the best farm in the town; you all know, too, I had one of the best—the most devoted of husbands. You all know I had fine noble-hearted, industrious boys. Where are they now? Doctor where are they now? You all know. You all know they lie in a row side by side, in yonder churchyard; all—every one of them filling the drunkard's grave! They were all taught to believe that temperate drinking was safe—that excess alone ought to be avoided; and they never acknowledged excess. They quoted you, and you, and you, (pointing with her shred of a finger to the minister, deacon and doctor,) as authority. They thought themselves safe under such teachers. But I saw the gradual change coming over my family and its prospects, with dismay and horror. I felt we were all to be overwhelmed in one common ruin. I tried to ward off the blow; I tried to break the spell, the delusive spell, in which the idea of the benefits of temperate drinking had involved my husband and sons. I begged, I prayed; but the odds were against me.

The minister said the poison that was destroying my husband and boys was a good creature of God; the deacon who sits under the pulpit there, and took our farm to pay his rum bills, sold them the poison; the doctor said a little was good, and the excess only ought to be avoided. My poor husband and my dear boys fell into the snare, and they could not escape; and, one after another were conveyed to the sorrowful grave of the drunkard. Now look at me again. You probably see me for the last time. My sands have almost run. I have dragged my exhausted frame from my present home—your poor house—to warn you all; to warn you, deacon! to warn you, false teacher of God's word! And with her arms flung high, and her all form stretched to its utmost, and her voice raised to an unearthly pitch, she exclaimed, "I shall soon stand before the judgment seat of God. I shall meet you there, you false guides, and be a witness against you all!"

The miserable woman vanished. A dead silence prevailed the assembly; the minister, the deacon and physician hung their heads; and when the president of the meeting put the question, "Shall any licenses be granted for the sale of spirituous liquors?" the unanimous response was "No!"—(Memoir of George N. Briggs, late ex-Governor of Massachusetts.)
—Barnum's advertisement of his Centennial show, issued from the "Mayor's office, Bridgeport," announces that "a large church bell will be drawn in the procession, and the authorities have generally volunteered the ringing of public bells at the same time, thus aiding my efforts to make a regular Fourth-of-July celebration, every day, worthy of my country—this great national anniversary—and myself."

MARRIED.
In this city, 25th ult., Mr. Andrew Magee to Margaret J. Davis; 28th Mr. Albert C. Wilbur to Miss Hannah Wang; 30th, Mr. Benjamin S. Root to Miss Angie Warren, all of this city.
In Westport, 23d ult., Mr. Henry F. Brownell to Miss Clara J. Tripp, both of Westport.

DIED.
In this city, 23d inst., Lewis Emmett, son of John and Johanna Armstrong, 4 years, 1 month and 14 days; 24th, Catherine Quigley; Ruthven E., son of Albert and Lavinia H. Sweet, 23; 27th, Helen Louise, youngest daughter of William R. and Rebecca H. Wing, 14 years and 8 months; 28th, Horatio G. Oliver, 72 years and 3 months; John Springer, 76 years and 8 months; Mary J., wife of James Hanksen, 31; 30th, William H. Raymond, 62 years and 3 months.
In Fairhaven, 27th ult., Alvah K. Bowen, 66.
In East Fairhaven, 30th ult., Edward Jenney, 67 years and 29 days.
In Acushnet, 26th ult., Henrietta R., wife of Dr. Joseph Webster, and daughter of the late Ephraim Kempton, 2d., of this city, 34 years and 6 months.
In South Dartmouth, 27th ult., Daniel Stowell, 74 years, 1 month and 12 days.
In Dartmouth, 26th ult., Michael Walner, 63.
In Nantucket, 22d ult., George Paddock, of Oakland, Cal., formerly of Nantucket, 51 years, 1 month and 1 day.
Drowned in Juba City, Cal., March 17th, Merrill Pierce, formerly of this city, 45.

CHARLES T. BONNEY,
ATTORNEY AND COUNSELLOR AT LAW
AND
PROCTOR IN ADMIRALTY.
No. 42 North Water Street,
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Whaling voyages and maritime claims settled with dispatch.

SEND 25c. to G. P. ROWELL & CO., New York, for Pamphlet of 100 pages, containing lists of 3,000 newspapers, and estimates showing cost of advertising.

\$5 to \$20 per day at home. Samples \$1 free. STINSON & CO., Portland, Maine.

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\$5 to \$20 per day at home. Samples \$1 free. STINSON & CO., Portland, Maine.

FOR THE AZORES.

THE A1 Clipper Bark MODESTA, will run as a regular packet between Boston and the Azores Islands, leaving Boston on the 15th inst.
For freight or passage apply to
Capt. WILLIAM LEWIS,
No. 4 Taber's Wharf, New Bedford,
MEDINA BROTHERS,
300 Lewis Wharf, Boston,
MANUEL J. SQUEIRA,
Fayal, W. I.,
or SILVA, CABRAL & CO.,
4th St. Michaels, W. I.

ALABAMA CLAIMS.

An Act has been passed by Congress, allowing further claim with which holders for direct losses can be filed before the Court of Commissioners of Alabama Claims. Officers and marines on board ships destroyed by the Shenandoah after February 13, 1862, or by the Alabama or Florida, are entitled to compensation for personal effects and wages. For information, apply at once at the office of MARSTON & CRAIG, 25 North Water street, New Bedford, Mass.

SPECIAL NOTICE.

NEW BEDFORD RAILROAD.

On and after MONDAY, March 20th, 1876, the INWARD passenger trains, after landing passengers at the Pearl street station, will be run to Commercial Wharf, to accommodate those who wish to be landed in that section of the city.
OUTWARD passenger trains will leave Commercial Wharf at 7.15, 7.45, 10.05 A. M., 3.25, and 4.55 P. M

Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING MAY 9, 1876.

NO. 12.

The Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING BY E. B. RAYMOND,

4 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 8 cents.

No paper will be discontinued until all arrearages are paid, except at the option of the publisher.

Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.

A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch Street, London, England, E. C.

FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.

A. W. PEIRCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of arrival, and the amount of Oil and Whale-bone brought by each vessel.

	Bl.	Sp.	Wh.
JANUARY.			bone.
By Railroad, N. B.			40,885
7 N. York, N. Y.			101
11 N. L.			372
25 Colon, N. B.			136
25 Gen.			81

FEBRUARY.			
2 Humber, Boston, N. B.	.....	.....	70
14 Azor, N. B.	.....	.....	1,185
21 City of Dallas, N. Y.	.....	.....	161
27 Young America, N. B.	.....	.....	2,945
27 Colon, N. B.	.....	.....	109
30 Bart, Gosnell, N. B.	.....	.....	82
31 A. Blake, Marion, N. B.	.....	.....	120

APRIL.			
1 Syren, N. B.	.....	.....	93
1 L. P. Simmons, N. L.	.....	.....	500
2 Flying Fish, N. B.	.....	.....	1,606
7 Europa, N. B.	.....	.....	80
15 Helen Mar, N. B.	.....	.....	1,500
15 do, on freight, N. B.	.....	.....	101
16 Ceylon, N. B.	.....	.....	1,550
16 Mermaid, N. B.	.....	.....	449
25 Colon, N. Y.	.....	.....	43
29 Alfred Keen, B'n, N. B.	.....	.....	160
29 Desdemona, N. B.	.....	.....	375
do, on freight, N. B.	.....	.....	109
do, City, Ferdinandina, N. B.	.....	.....	40

LIST OF WHALERS IN PORT.

Ship	Whaler	Arrive
Ship Daniel Webster.		
Alaska, Fisher, Pacific, May 31.		
Arnold.		
B. Gosnell, Robinson, Atlantic, May.		
Bounding Billow.		
Cleora.		
Cleora, Stanton, Pacific, April.		
Desdemona.		
E. Corning.		
Europa.		
Helen Mar.		
Laconia, Gifford, Atlantic, May.		
Marcelle.		
Mermaid.		
Ohio, Ellis, Atlantic, May 1.		
Progress.		
Sarah, Silva, Atlantic, May 20.		
Sea Ranger.		

FAIRHAVEN.

Schr. Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

NEW BEDFORD.	sp.	wh.	bone.
Atlantic, N. B.			380
California, N. B.			40
Commodore Morris, N. B.			130
Corale, N. B.			80
Eliza Adams, N. B.			1,050
E. H. Adams, N. B.			75
Janet, N. B.			150
Mary Frazier, N. B.			200
Mattapoisett, N. B.			120
Mercury, N. B.			500
Mermaid, N. B.			530
Osprey, N. B.			160
Pacific, N. B.			160
Seine, N. B.			325
Stafford, N. B.			1,300
Triton, N. B.			12
Union, N. B.			12
Wave, N. B.			12

DARTMOUTH.

Cape Horn Pigeon, N. B.

WESTPORT.

Andrew Hicks, N. B.

MERCHANTMEN TO ARRIVE

Ship Governor Morton, from San Francisco, for New York, Feb 21.

Bark R. W. Wood, from St. Helena, March.

for New Bedford, 1,337 500

J. E. BLAKE & CO.,

Druggists and Apothecaries

With care and attention to business, and with a desire to secure the best and most complete in this section, we have experienced, we hope to merit and receive a fair share of public confidence and patronage.

Our stock, which we intend shall be the largest and most complete in this section, comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their prescriptions prepared only by competent and careful persons, and in all things shall be our constant aim to gain the confidence and esteem of our patrons.

MR. ISRAEL H. SHURTLEFF remains with us, and will be pleased to see all his old friends and hosts of new ones at the old stand.

J. E. BLAKE & CO.,

94 North Second Street, cor. Middle.

CORDAGE.

THE NEW BEDFORD CORDAGE COMPANY

NEW BEDFORD, MASS.

GANGS OF RIGGING.

Of all sizes, and of the best manufacture. ALL

MANILA AND HEMP WHALE LINE

Made from pure Manila and Russia Hemp

All orders sent to L. A. PLUMMER, Trans.

at Rote's Square, New Bedford Mass

will be promptly attended to.

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THE WEEKLY SUN.

1776. NEW YORK. 1876.

Eighteen hundred and seventy-six is the Centennial year. It is also the year in which an opposition of the stars, the first since the war, will be in power at Washington; and the year of the twenty-first election of a President of the United States. All of these events are sure to be of great interest and importance, especially the two latter; and of them and everything connected with them will be fully and freshly reported and expounded in the Sun.

The opposition House of Representatives, taking up the line of inquiry opened years ago by the Sun, will sternly and diligently investigate the corruption and misdeeds of Grant's administration; and will, it is to be hoped, lay the foundation for a new and better period in our national history. Of all this the Sun will contain complete and accurate accounts, furnishing its readers with early and trustworthy information upon these absorbing topics.

The twenty-third Presidential election, with the preparations for it, will be memorable as deciding upon Grant's aspirations for a third term of power and plunder, and still more as deciding who shall be the candidate of the party of Reform, and as electing that candidate. Concerning all these subjects, those who read the Sun will have the constant means of being thoroughly well-informed.

THE WEEKLY SUN which has attained a circulation of over eighty thousand copies already has its readers in every State and Territory, and it is believed that the year 1876 will see their numbers doubled. It will continue to be a thorough newspaper. All the general news of the day will be found in its columns, and it will be full of interest and worth when of moment; and always, we trust, treated in a clear, interesting and instructive manner.

It is our aim to make the Weekly Sun the best family newspaper of the day, and we shall continue to give in its columns a large amount of miscellaneous reading, such as stories, tales, poems, scientific intelligence, agricultural information, for which we are not able to make room in our daily edition. The agricultural department especially is one of its prominent features. The fashions are also regularly reported in its columns; and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with fifty-six broad columns is only \$1.20 a year, postage prepaid. As this price is based, it is not the mouthpiece of a clique. It was not originally established as an "organ," nor has it ever asked for or received any "favors" whatever from the party with which it has been identified. It has supported the Republican Party in the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. But its support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to these principles in the important canvass which will shortly engage the attention of the people of the whole country.

Great issues are at stake, and it will need all the force of the press to sustain the right side. The Democratic Party is substantially for inflation, which is avowedly the first step toward repudiation. The Republican Party is in favor of a return to specie payments, by safe and judicious methods, and of keeping faith with the national creditor; and thus of preventing widespread ruin and irreparable national dishonor. This issue alone would lead the Times to stand firmly by the Republican Party. The Democratic Party now boasts loudly of its "Reforming" spirit, but with Tammany Hall in New York, and a party of inflation and repudiation in other States its professions are of little value.

In the Presidential canvass, the Times will strive to give the candid and honest report, and afterward to render them a hearty support. It will take no part in personal intrigues, but will ever be ready to defend leaders and candidates who are true and faithful representatives of the people.

Its Editorial Columns will be conducted in a spirit of fairness and impartiality, free alike from self-interest, party, political jobbery, or any other favoritism.

The Sunday edition of the Times includes in addition to all the news, selected and original literary matter of the most varied and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper. Among the contributors of original stories or articles to this paper are: Bret Harte, J. W. De Forest, Thomas Hardy, Dutton Cook, William Dean Howells, and others.

Carried out with many other distinguished authors.

TERMS TO MAIL SUBSCRIBERS:

All editions of the Times are sent free of postage in the United States.

THE DAILY TIMES, per annum, including the Sunday edition, \$12

THE DAILY TIMES, per annum, exclusive of the Sunday edition, \$10

THE SUNDAY EDITION, per annum, \$2

THE NEW YORK WEEKLY TIMES.

A PAPER FOR THE FARMER.

A PAPER FOR THE MECHANIC.

A PAPER FOR THE PEOPLE.

THE NEW-YORK WEEKLY TIMES.

WILL CONTAIN

Selected Editorials from the Daily Times, General News, Domestic and Foreign, the Proceedings of Congress and the State Legislatures, Full and Interesting Correspondence, Book Reviews, and a variety of other Selections, Original Stories by Bret Harte and other distinguished writers.

Its most prominent feature will be a complete Agricultural Department, with Original Articles from Practical Farmers, a complete Weekly Market Reports; full Reports of the American Institute Farmers' Club; Financial, Domestic Produce, Live Stock, Dry Goods, and General Markets.

IN CLUBS OF THIRTY, ONE DOLLAR PER ANNUM.

ONE COPY, ONE YEAR, \$3

Club Rates:

Five Copies (per annum) \$7.50

Ten Copies " " 12.50

Twenty Copies " " 22.00

Thirty Copies " " 30.00

AND ONE EXTRA COPY TO EACH CLUB.

For every club of fifty, one copy of THE SEMI-WEEKLY TIMES to the getter up.

POSTAGE FREE TO SUBSCRIBERS

NEW YORK SEMI-WEEKLY TIMES

Is published every Tuesday and Friday, and contains all the agricultural and literary matter of the Weekly Edition, and a full and careful compilation of editorial and news features of the Daily.

Terms of the Semi-Weekly Times: One copy, one year, \$3; two copies, one year, \$5; ten copies, one year, (and one extra copy free) \$25.

Subscriptions to either of our editions are delivered for a less length of time than one year at the yearly rate.

The Semi-Weekly and Weekly mailed one year to clergymen at the lowest rates.

Specimen copies sent upon application.

POSTAGE FREE TO SUBSCRIBERS.

These prices are invariable. We have no traveling agents. Remit in drafts on New York or Post Office Money Orders, if possible, and where neither of these can be procured send the money in a registered letter.

Terms, cash in advance.

Address THE NEW-YORK TIMES.

43 NASSAU ST. N. Y. C.

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 The New-York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, The Times has always borne a good reputation throughout the United States. It is free from all obnoxious advertisements and reports, and under no circumstances whatever are "personal" announcements or "questionable" notices allowed to appear in its columns. The disgraced lures of quacks and medical pretenders, which pollute so many newspapers of the day, are not admitted into the columns of The Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous journals and has opposed those attacks on the family as the basis of Society which are frequently made, and which have led to so much misery and crime.

As a political journal, The Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of any leaders. Its attitude is that of independence, and it is not to be mistaken for any party organ, nor has it ever asked for or received any "favors" whatever from the party with which it has been identified. It has supported the Republican Party in the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. But its support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to these principles in the important canvass which will shortly engage the attention of the people of the whole country.

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Terms, cash in advance.

Address THE NEW-YORK TIMES.

43 NASSAU ST. N. Y. C.

HER OWN LIVING.

Tall and slight, with blue wistful eyes, lips ripe and red as a wood-berry, and a complexion all carmine and white like a damask rose in the sunshine, Erminia Hall's was a face that an artist would have fallen down and worshipped. But it is ever as philosophers tell us; there is compensation in all things. The pock-marked girl who sat across the aisle from her in church, was a millionaire's daughter, and this young thing with the angelic face was on the out-look for an eligible situation as governess.

For Erminia Hall was penniless, and it was necessary for her to earn her livelihood in some way or other, and the trade of a governess was at least "genteel."

"Keep a day-school," suggested old Mr. Prince, who had been wont to dine every Sunday with Judge Hall during that eminent bankrupt's lifetime, and to consume a quantity of lobster salad, champagne and boned turkey, which was simply appalling upon those festive occasions.

"Nobody would come to me," said poor Erminia, with tears in her eyes. She had supposed, inexperienced child that she was that Mr. Prince would have been ready with a twenty or fifty dollar bill, in this her necessity.

"Needlework," suggested Mr. Clay, who had mysteriously made money out of the very speculations that beggared the dead man.

"I never learned to sew," faltered Erminia. "I could not earn a cent in that way."

"Hump!" grunted Mr. Clay. "The education of a woman in the present day is out-of-the-way defective. It should all be reformed."

"Do you suppose," meekly hazarded Erminia, "that I could obtain any copying from your office? Mademoiselle Lefevre used to say I wrote an elegant hand. Here is a specimen."

"Up strokes thin, down strokes black, long tails to the 'g's' and 'y's'—Italian school. Pshaw! Your writing may do for a perfumed note, or a young lady's album, but no lawyer would look twice at it. But I dare say you'll scratch along somehow."

"How?" murmured Erminia, resolutely repressing the tears that were rising to her eyes.

"How? Why, there are ways enough. I dare say if you keep on the lookout something will turn up."

And that was all the satisfaction Erminia Hall got.

She went next to her rich cousin, Mrs. Bellairs Belton.

"I am sorry you came this morning, Erminia," said that lady, coolly. "I am busy with my accounts."

"I won't detain you an instant," said Erminia with a sinking heart. "I—I need something to do very much."

Mrs. Bellairs Belton shut her lips together, as if her mouth were a new patent port-monnaie, and pencilled down her figures without looking up.

"And I thought," went on Erminia, her heart failing her more and more, "I could perhaps teach your little children. I would work for very little, and—"

"Quite out of the question," said Mrs. Bellairs Belton, "I have just engaged a Swiss bonne, who will give them the regular accent."

And Erminia turned away, feeling almost desperate. Lunch was in progress—she could perceive the fragrance of the chocolate and see the dining-room girl setting French rolls and spiced salmon on the table, yet Mrs. Bellairs Belton never asked her to stay and break bread with them.

"O, how strange and cruel the world is," thought Erminia with a choking sensation in her throat. "I had so many friends when poor papa was alive—now I have not one except Major Miles—but I will not go to him. He was always criticizing and carping even in the days of our prosperity; now he would be simply intolerable."

And so poor Erminia Hall crept into a cheap restaurant to appease the gnawing pangs of hunger. For she had a lodging and boarded herself, in order to screw the greatest possible amount of livelihood out of the least possible amount of ready cash, and she had eaten but little all day.

An oyster stew and a cup of tea! It seemed like boundless extravagance to the girl; but she was faint and hungry, and felt the sore necessity for food. She was early yet—there were few customers at the neat little white draped tables—and the proprietor was leaning against the counter, talking to a woman who seemed to be some relative.

J. & W. R. WING & CO.,

Have removed to their new Brick Building.

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.

PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,
WILLIAM R. WING,

JOHN WING,
HIRAM W. WENTWORTH.



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York.

Feb 22 '76

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING

AND
FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade!

The business hereafter to be conducted under the style of DOANE & CO.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.,

—DEALER IN—

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
CUSTOM AND READY MADE
CLOTHING
GENTS' FURNISHING GOODS
AND FANCY SHIRTS, UNDER-
WEAR, HATS, TRUNKS, VALISES,
and Caps, &c., &c.



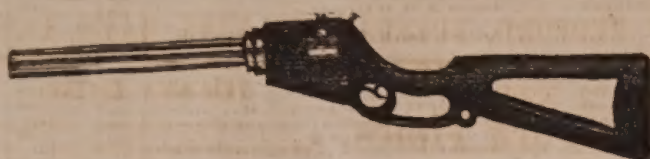
"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,

A cordial invitation is extended to my SEA-FARING FRIENDS to call and exam-
ine before purchasing elsewhere.

WHALEMEN ATTENTION!

Bomb Guns and Lances.



THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,

—ALSO—

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

ap476

SANDERS'

STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PEELE SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,

NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle-
man's, Furnishings of every description, also a complete assortment of Cloths, Cassimeres,
suits, and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect.
Garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN.

FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,

MERCHANT



TAILOR,

No. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

NEW BEDFORD RAILROAD.



Boston, Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 6th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, For

Boston, via Boston and Providence Railway
at 7.30, 10.15 A. M., and 3.40 P. M. Return
8.30, 11.10 A. M., and 4.35 P. M.

Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.

Providence, at 7.30, 10.25 A. M., 3.40, and 5.20
P. M. Return, 9.00, 10.50 A. M., 4.40, and 7.
40 P. M.

Taunton, at 7.30, 8.00, 10.25 A. M., 3.40,
and 5.20 P. M. Return, 9.00 A. M., 12.10,
5.45, 9.20, and from Dean street station,
4.20 P. M.

Myricks, at 7.30, 8.00, 10.25 A. M., 3.40, and
5.20 P. M. Return, 9.45, 9.20, A. M., 12.25, 4.40
and 6.00, P. M.

Howland's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.25 A. M., and 6.05 P. M.

East Freetown, at 7.30 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.10 P. M.

Braley's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.35 A. M., and 6.15 P. M.

Acushnet, at 7.30, 10.25 A. M., and 3.40 P. M.
Return, 9.45 A. M., and 6.25 P. M.

Worcester via Mansfield and South Fra-
mingham, at 3.40 P. M.

Lowell, at 3.40 P. M.

Fitchburg, at 3.40 P. M.

Fall River, at 7.30, 10.25, A. M., 3.40 and 5.20
P. M. Return, 11.15, A. M., and 3.35 P. M.

Newport, at 8.00 A. M., and 3.40 P. M. Re-
turn, at 2.55 P. M.

New York, via Fall River and Stonington,
at 5.20 P. M. Return, at 5.00 P. M.

New York via Shore Line, at 7.30, 10.25 A. M.,
and 5.20 P. M. Sundays 8.45 P. M. Sun-
days, 8.00, A. M., 1.00 and 10.00 P. M. Sun-
days, 10.00, P. M.

LEAVE TAUNTON, For

Boston, at 5.25, 8.06, 11.10 A. M., and 4.30 P.
M. Return, 7.30, and 11.10 A. M., 2.00, 4
and 5.30 P. M.

Providence, at 5.25, 8.10, 11.10 A. M., and
4.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
10.50 A. M., 2.00, 4.40 and 5.20 P. M.

Passengers for Taunton and New Bedford
from way stations between Boston and
Mansfield, will take the trains which leave
Boston at 7.30, 10.30 A. M., and 4.00 P. M. to
Mansfield.

Passengers for way stations between
Mansfield and Boston, in the morning will
take the A. M. train from New Bedford,
and the 6.32 A. M. train from Taunton.

*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, For

Boston, Middleborough, Bridgewater at
7.29, A. M., and 3.40 P. M.

Mattapoisett, at 7.29 A. M., 2.40 and 4.40 P. M.

Marion, at 7.29 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.29 A. M., 2.40 and 4.40 P. M.

Cape Cod, at 7.29 A. M., and 4.40 P. M.

Nantucket, at 7.29 A. M.

Plymouth, at 7.29 A. M., and 2.40 P. M.

LEAVE BOSTON, via Old Colony Railway
at 8 A. M., and 4.00 P. M.

LEAVE SANDWICH at 7.33 A. M., 2.58 P. M.

LEAVE HYANNIS, at 6.45, A. M., 2.05
P. M.

LEAVE TREMONT, at 10.10 A. M., 3.55 and
5.40 P. M.

LEAVE MARION, at 10.22 A. M., 4.10 and 5.50
P. M.

LEAVE MATTAPoisETT, at 10.34 A. M., 4.25
and 6.11 P. M.

Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.

sept 3, 1876. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS,
Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave of-
fice, No. 112 Union street, daily, (Sundays excepted)
for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A. M.

Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the United
States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Comps, &c., promptly collected. Goods of
all descriptions forwarded with despatch.

This Express connects with steamer Mon-
ohasset for Wood's Hole, (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.

Providence, 34 Dorrance street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.

New Bedford, May 20, 1876.

DAVENPORT, MASON & Co's
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered, and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 5th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co

New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—In New York, at 105 Wall
Street; No. 346 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 19 Commercial Wharf.

Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

Agents and masters of whaling vessels, that
they have succeeded in getting the tonnage duty
removed from whaling vessels visiting this port
for the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31 gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:
A Package duty of twenty-four cents per bar-
rel Harbor dues, \$2; Secretary's fee, \$3; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$3; not exceeding 300 tons, \$4; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty Cents per barrel, (deliv-
erable at New York or Boston free of all other
charges except insurance, which will be effected
on the most favorable terms when required).
Masters of whaling vessels when calling into
the harbor are particularly cautioned against ac-
cepting the services of any person offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Carls. Bay, from
Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lazzaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here about the
5th of the following month. All letters forwarded
to our care will be promptly received, and deliv-
ered as addressed. Masters of vessels calling on the
Harbor and not wishing to anchor may obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer
and will only incur the expense of that officer's
fee—\$1.

New Bedford papers always on file for inspec-
tion. W. P. LEACOCK & CO.

nov 22 '64

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to
ship masters visiting this port in proc-
uring supplies.

Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.

Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.

Charges on goods addressed to our care
advanced, and added to Bill of Lading.

Particular attention paid to chartering of
vessels. Insurance effected, &c., &c.

feb 30 '74

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds
unished at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.

WHALEMEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT MAY 9, 1876.

VESSELS NAME.	UN.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.
NEW BEDFORD.	129	Baker.	Joseph & William R. Wing.	November, 26, 74	Atlantic Ocean.	No date, at sea, no lat & co.
Abm. Barker, bark.	129	Blanchard.	Joseph & William R. Wing.	November, 26, 74	Atlantic Ocean.	November 20, 75, at Bravo.
Abbie Bradford, bark.	129	Fisher.	Jonathan Bourne, Jr.	May, 4, 75	Atlantic Ocean.	October 27, 75, sailed from St. Michaels.
Abbot Lawrence, bark.	129	Russell.	William Lewis.	April, 20, 75	Atlantic Ocean.	October 20, 75, at Honolulu.
Acorn, bark.	129	Hickmott.	Ivory H. Bartlett & Sons.	March, 27, 75	North Pacific Ocean.	No date, at sea, no lat & co.
Adeline Gibbs, bark.	129	Shall.	Jonathan Bourne, Jr.	August, 9, 75	Atlantic Ocean.	Arrived May 1, 76, 620 sperm 125 whale.
Houghton, bark.	129	Shall.	Jonathan Bourne, Jr.	April, 20, 75	Atlantic Ocean.	January 30, 76, at Tahiti.
Alaska, bark.	129	Shall.	Jonathan Bourne, Jr.	April, 20, 75	Atlantic Ocean.	August 25, 75, at Ternate.
Arnold, bark.	129	Brown.	Joseph & William R. Wing.	June, 25, 75	Pacific Ocean.	Arrived March 26, 76, 800 sperm 300 whale.
Atlantic, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 22, 76, at sea, lat 15 S, lon 24 W.
Arlo, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 2, 76, at Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	August 7, 75, sailed from Bay of Islands.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 17, 76, at Bunbury, N. H.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 24, 75, sailed from Tenerife.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	No date, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived December 6, 75, 100 sperm 300 whale.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 2, 76, at sea, lat 10 N, lon 41 W.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 15, 76, sailed from Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 17, 76, sailed from Mangonui.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived May 2, 76, 85 sperm 300 whale.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived April 25, 76, 375 sperm 875 whale.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 25, 76, at sea, lat 25 56 S, lon 43 54 W.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived September 4, 76, 470 sperm.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 20, 75, sailed from San Francisco.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	No date, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 6, 76, at Tumbes.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 20, 76, on Forty-Four Ground.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived April 7, 76, 1,000 sperm.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 24, 75, at Bravo.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	October 21, 75, at Bravo.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	October 21, 75, at Bravo.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	December 2, 75, at St. Helena.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	December 2, 75, at St. Helena.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 17, 76, sailed from St. Helena.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 17, 76, sailed from St. Helena.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 18, 76, at sea, lat 20 N, lon 1 W.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 3, 76, at sea, lat 30 N, lon 42 50.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived April 15, 76, 90 sperm 1,000 whale.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 20, 75, at Bravo.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 11, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 5, 75, at Port Praya.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 1, 76, sailed from San Francisco.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 15, 76, sailed from Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	December 24, 75, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 1, 76, on Cornell Ground.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 1, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 5, 76, sailed from San Francisco.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 1, 76, sailed from Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	No date, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 2, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 30, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 30, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 7, 75, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 7, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 20, 76, at Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 28, 76, sailed from St. Helena.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 5, 75, sailed from St. Helena.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 18, 76, off Chatham Islands.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 1, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 24, 76, sailed from St. Helena.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 28, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 28, 75, at St. Michaels.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived May 2, 76, 1,050 sperm.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 7, 76, at Oahu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 7, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 11, 75, at Norfolk Island.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 8, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 8, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 11, 76, sailed from Table Bay.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Prey March 25, 76, sailed from Fernambuco.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 25, 75, at Bravo.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 25, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 22, 76, sailed from Valparaiso.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 28, 76, sailed from Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 4, 75, sailed from Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 7, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 12, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 20, 76, off St. Helena.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 10, 76, sailed from Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 11, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived October 19, 75, 400 sperm.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	No date, off Flores.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 27, 76, sailed from Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 19, 76, sailed from Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 3, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	No date, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November, 24, 75, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 22, 76, at Barbados.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 11, 76, at Mahe.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 11, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	December 1, 75, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	No date, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 14, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 14, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived May 16, 76, 14 sperm 900 whale.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 3, 76, at Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	October 15, 75, sailed from Fayal.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	December 7, 75, at sea, lat 30 N, lon 58.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived May 2, 76, 60 sperm 210 whale.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 12, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 7, 76, at Tumbes.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 7, 76, at Tumbes.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived September 27, 75, 820 sperm.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 7, 75, at Tenerife.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 30, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 3, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	September 15, 75, off Ascension.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 30, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 15, 76, at Port William.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 7, 76, sailed from Hilo.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	December 7, 75, sailed from Honolulu.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 2, 76, at Barbados.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	No date, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 14, 76, at sea, lat 29 28 S, lon 43 50 W.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 26, 76, at sea, lat 22 38 S, lon 53 E.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived September 17, 75, 95 sperm 6 whale.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived March 31, 76, 80 sperm 20 whale.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 17, 76, sailed from Fernandina.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 21, 76, sailed from Talcahuano, hm.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 11, 76, off Solandars.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 25, 76, at sea, lat 7 10 S.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived April 16, 76, 1,500 sperm.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 3, 76, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Feb 16, 76, at sea, lat 13 10, lon 45 50, 3 whales.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	January 10, 76, at Barbados.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived August 9, 75, 180 sperm 140 whale.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 16, 76, at sea, lat 27 45, lon 78 55.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	December 2, 75, at Tenerife.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 29, 76, at sea, lat 11 38, lon 83 33.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 20, 76, at St. Jago.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	April 23, 76, at sea, lat 13 N, lon 44 50 W.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 12, 76, at Banoca, Fla.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived April 27, 76, clean.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	No date, at sea, no lat & co.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	November 5, 75, sailed from St. Michaels.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	February 2, 76, sailed from St. Thomas.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	July 8, 75, at Cape Verde.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	September 13, 74, at Kerguelan Island.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived April 27, 76, clean.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived April 12, 76, 20 sperm.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	March 6, 76, at Sandy Point.
Bart Gosnell, bark.	129	Bourne.	John P. Knowles, 2d.	July, 10, 74	Indian Ocean.	Arrived April 29, 75, 160 whale.
Bart Gosnell, bark.	129	Bourne				

WHALEMEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT, MAY 9, 1876.

The Whalemens' Shipping List.

NEW BEDFORD:
TUESDAY MORNING, MAY 9, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone to the United States, for the week ending May 8, 1876.

	Bls.	sp.	wh.	bone.
New Bedford.	620	125	20	120
Bark Arnolda.	410	20	20	20
do. on freight.	1,650	20	20	20
do. "Marcella."	600	20	20	20
do. "Sarah."	600	20	20	20
Total.	2,280	105	60	100
Previously.	5,497	20,154	68,230	182,399

From Jan. 1, to date, 7,287 20,119 68,230
Same time last year, 6,829 11,727 182,399

EXPORTS for the week ending May 8, 1876:

	sp.	wh.	bone.
Previously.	4,480	3,228	33,500

From Jan. 1 to date, 4,143 3,228 33,502
Same time last year, 4,546 1,496 39,073

NEW BEDFORD OIL MARKET.

For the week ending May 8.

SPERM.—Has been in fair demand for export, with sales of 600 blbs., reported at \$1.24, and 475 do. at \$1.37 per gallon.

WHALE.—Very quiet, and we have no sales to report.

FOREIGN OIL MARKET.—The circular of Messrs. Bowes, Game & Co., dated London, April 26th, says:—Crude Sperm keeps very dull. Holders still ask \$20, but the price is nominal for want of demand. No change in Whale Oil.

Whalebone.—Quotations are firm but nominal for want of supplies.

IMPORTATIONS.

Per bark Arnolda, at this port, 1st inst., from Bay of Islands:—410 blbs. sperm and 20 do. whale oil, from bark Stamboul, to Joshua C. Hitch, New Bedford.

LETTERS.

A letter from Capt. Winslow, of bark Commodore Morris, of this port, reports her at sea, March 20th, having taken 330 blbs. sperm oil this season; took one whale that stowed down 100 blbs. Reports bark Janus, Gifford, do. 450 sperm oil told. Heard from, Charles W. Morgan, Tinkham, do. 3 whales. Was bound to Fayal.

A letter from Capt. Dowden, of bark Lancaster, of this port, reports her at sea, February 13th, with 280 blbs. sperm oil on board. Reports no date, bark Sea Queen, Allen, Westport, 15 sperm; Ostray, Crapo, New Bedford, 50 do.; Stafford, King, do. 40 do.; all since leaving the Islands.

A letter from Capt. Gilson, of steamer Francis Allen, of New London, reports her at Sandy Point, March 5th, with 2,000 fur seal skins. David Gavitt, second mate, of Westerly, R. I., Edward Smith, of New London, Conn., William Buchanan and John Bowen, of New York, seamen, were washed overboard from the rocks and lost while engaged in sealing.

MUNICIPAL.—The City Council on the 4th inst., reduced the Fourth of July appropriation from \$5,000 to \$4,000. Wilbur Kelley was elected Harbor Master with a salary of \$150 a year. Inn-holders licenses were granted to Holder M. Brownell, Otis L. Harlow, Edward R. Richards, Leopold Bartel, Louis Routwell, and Mrs. Pond. Liquor licenses were granted to the Apothecaries and to one place to sell liquor not to be drunk on the premises. No 1st, 2d, or 3d class licenses were granted. The fees for 4th class licenses were fixed at \$150, 5th class \$75.

PRACTICAL QUESTIONS SETTLED ABOUT THE CENTENNIAL EXHIBITION.

As there is considerable doubt expressed throughout the country as to the Centennial Exhibition being ready to open on the 10th of May, we have taken pains to inform ourselves on the subject, and give as authority some extracts from the official report of John Welsh, Esq., President of the Board of Finance, which has just been published. On the point of readiness it says:

"Notwithstanding hindrances to our progress, our buildings and grounds are in an unusual state of forwardness as compared with those of other International Exhibitions at a corresponding time; nor will they prevent the punctual observance of the appointed day for opening, 10th of May."

On the subject of hotel accommodations, the report says:

"At one moment great anxiety was felt lest there should be a scarcity of accommodations for visitors. It has been entirely removed. Hotels of very large capacity have been erected in the immediate vicinity of the Exhibition and throughout the city. Old ones have been enlarged, and by the agency of an enterprising association very large numbers of private dwellings, of which Philadelphia has sixty thousand more than any other American city, have been utilized for the purpose; so that under no probable circumstances can any inconvenience occur for want of comfortable accommodations. The strongest assurance is also felt that the charges will be moderate."

In the matter for the charge for admittance, a fifty-cent note paid at the gate admits to the grounds, and there is no further charge. A visitor can enter one building or all of them as he sees proper. We quote the text of the report touching this question:

"In the arrangements connected with the entrance and exit of visitors, exhibitors, and employees, the greatest simplicity has been aimed at. Each class will use special gates. The ticket for visitors will be a fifty-cent note, and if not in the possession of the visitor it can be obtained in exchange for other money at an office near each gate of entrance. Children pay the same as adults. To vary from a uniform price entails so many inconveniences as to forbid it. Fifty cents for nine hours' visit to a museum of the products of the world, distributed among beautiful buildings and on grounds of surpassing attractions, must be satisfactory to every one. Such exhibitors and employees as are required on the grounds will be furnished with special tickets. Properly authorized representatives of the press, within reasonable limits, will be recognized as entitled to free admission."

—Counterfeit \$5 bills on the National Bank of Northampton are said to be plentiful in New York. They are evidently from the same bogus plate with those of the Merchants National Bank, of this city, slightly altered.

THE GENEVA AWARD.

The Court of Commissioners of Alabama Claims continue its sessions in Washington, and a considerable number of cases yet remain to be adjudicated. Drafts for awards to claimants, mostly in the Eastern States, amounting to \$6,640,000, have been received in New York from Washington, and the several amounts adjudged will be immediately passed to the hands of claimants. Accrued interest on a few awards for captures early in the war will be from 50 to 60 per cent., and on the ravages of the Shenandoah in 1865, about 43 per cent. in addition to the sums awarded.

The following list of awards to claimants in the five Southeastern counties of Massachusetts we copy as compiled for the Standard, with sundry additions and corrections:

NEW BEDFORD.

Adams, Z. L., et al., Gloucester, \$9,500
Allen, Eliza W. Congress, 543
Allen, Gideon, Congress, 1,623
Allen, Gideon & Son, Congress, 1,623
Allen, Gilbert, Congress, 543
Allen, Horatio H. Commonwealth, 808
Allen, Sarah H. Kate Cory, 134
Allen, Slocum, Isabella, 848
Anthony, Caleb, estate of, Eliza Dunbar and Milo, 410

FAIRHAVEN.

Allen, J. C. Gipsev, 4,972
Church, James I. Kingfisher, 1,500
Cox, Julia M. admx. Martha, 1,500
Ellis, Benjamin, Eliza Dunbar, 907
Fowler, J. W. admx. Kingfisher, 318
Jenney, Simpson, Kingfisher, 1,936
Lambert, Elizabeth H. admx. Kingfisher, 2,166
Maxfieldman, ex. covington, 1,050
Nye, Julia A. admx. Ocean Rover, 289
Severance, J. A. Kingfisher, 2,543
Spoonor, Chas. est. of, Sophia Thornton, 397
Spoonor, Noah, Sophia Thornton, 443
Stetson, M. W. admx. Favorite, 7,410
Taber, Eliery T. Sophia Thornton, 772
Tripp, Charles H. Kingfisher, 1,272
Tripp, George F. et al. assigns, Favorite, 2,315

ACUSET.

Murray, Edward C. General Williams, \$1,008
Baker, Daniel, Nye, 584
Baker, George O. Edward Carey, 2,800
Baker, J. W. admx. Kingfisher, 3,500
Cummings, John, est. of, Benj. Tucker, 7,500
Davis, Edward S. Gloucester, 891
Gifford, Isaac R. Gen. Pike, Nimrod, 917
Howland, A. R. executor, Nye, 229
Potter, Alden T. Brunswick, 2,330
Potter, Luthan, Gen. Pike & Nimrod, 3,219
Potter, William H. Nye, 1,758
Russell, Wing, Levi Starbuck, 2,500
Sherman, Jereh, Nimrod, 818
Slocum, James H. Kingfisher, 390
Tucker, Benj. est. of, Benj. Tucker, 3,367
Tucker, Edward, General Pike, 3,367
Tucker, Moses G. Sophia Thornton, 1,528
Winslow, James S. Isabella, 1,528

WESTPORT.

Brightman, E. S. William C. Nye, 640
Cory, Alexander H. Kate Cory, 2,400
Gordon, William H. Nye, 1,758
Lawton, E. P. admx. Kate Cory, 616
Whalon, Ruth E. admx. Favorite, 1,220
White, John, est. of, Kate Cory, 1,031

TAUNTON.

Ashley, Jacob T. Euphrates, 5991
Hammett, James W. Lafayette, 161
Hawes, Charles E. Waverly, 7,732
Hawes, Josiah, J. admx. Hillman, 1,490
Homer, Daniel, Martha, 628
Homer, George & Co. Congress, 1,210
Howland, Ann H. Jereh Swift, 229
Howland, Cornelius, est. of, Euphrates and Levi Starbuck, 8,740
Howland, Edward W. Euphrates and Levi Starbuck, 16,840
Howland, George, Jr., et al. trs. Gloucester, 4,575
Howland, Jacob A. William Thompson, 1,130
Howland, James H. Jereh Swift, 1,400
Howland, Matthew, Gloucester, 7,400
Jones, Edward C. Eliza Dunbar and Milo, 7,962
Jones, Mary L. Virginia, 1,460
Joseph, Francis, Eliza Dunbar, 1,150
Kempson, David E. Gloucester and Waverly, 2,900

MARION.

Allen, Henry M. Altamaha, 860
Blankenship, Albert C. Nimrod and Ocean Rover, 1,850
Blankenship, James R. Altamaha, 808
Cobb, William H. Altamaha, 312
Denn, C. C. Altamaha, 182
Gray, R. G. Altamaha, 430
Gray, Russell, Altamaha, 430
Hendy, Benj. B. Altamaha, 215
Hillman, William C. Altamaha, 358
Jackson, Andrew, Brunswick, 1,135
Look, Hiram W. Brunswick, 250
Luce, J. S. admx. Altamaha, 180
Luce, R. S. & J. Altamaha, 430
Luce, S. C. est. of, Altamaha, 1,721
Mendell, Seth G. admx. Altamaha, 860
Pitche, John, est. of, Altamaha, 860
Sherman, Eli, admx. Altamaha, 570
Taber, O. S. Altamaha, 260
Taber, R. S. Altamaha, 552

WAREHAM.

Crittenden, Jennie M. adm. Altamaha, \$205
Nickerson, J. R. Altamaha, 184
Shurtless, S. H. Altamaha, 263
Sprague, Charles E. Highlander, \$347

ROCHESTER.

Gathway, J. Altamaha, \$1,835
Perry, J. R., Altamaha, 206

LAKEVILLE.

Cudworth, Benj. F. Nassau, \$2,241

MIDDLEBOROUGH.

Clark, James M. Nimrod and Ocean Rover, \$4,775

WEST BRIDGEWATER.

Howard, Benj. et al., Lafayette, \$4,213

BROCKTON.

Carr, William R. Onondaga, \$276

ABINGTON.

Nash, E. M. et al., ex. Electric Spark, \$1,949

ROCKLAND.

Lase, Everett, Electric Spark, \$2,304

CARVER.

Landers, S. H. Ocean Rover, \$774

PLYMOUTH.

Luce, A. H. Red Gannett, \$2,244

PROVINCETOWN.

Atkins, John W. Weather Gage, \$404

Atkins, Joshua P. Thomas B. Wales, 1,234

Potter, Gideon, Elenz, 2,187

Bowley, Gideon, ex. Rienz, 1,062

LIST AND MERCHANTS' TRANSCRIPT.

Tucker, Charles R. General Pike, 180
Tucker, Charles R. & Co., Benj. Tucker and James Maury, 10,834
Tucker, John F. admx. General Pike, 180
Vera, Joseph, Sophia Thornton, 2,705
Watkins, William, Eliza Dunbar, 3,080
Wilcox, Henry T. Lafayette, 210
Wing, J. & W. R. Nye and Virginia, 232
Winslow, Hudson, Isabella & Virginia, 9,346
Wood, Daniel D. Congress, 2,371
Wood, Dennis, Sophia Thornton, 1,116
Wood, John A. Isabella and Martha, 1,450
Worth, Benjamin, Euphrates, 474
Young, William H. Favorite, 280

Awards to be Distributed by Agents of Vessels.

Ship Benjamin Tucker, catchings, 23,089
Ship Congress, catchings, 24,675
Ship Eliza Dunbar, catchings, 4,504
Ship Euphrates, catchings, 15,844
Hatch, Obad. Pike, admx. Victory services, 27,652
Bark Gipsev, catchings, 1,505
Bark Gloucester, freight, 5,072
Ship Hector, catchings, 17,001
Ship Hillman, catchings, 7,621
Ship Isaac Howland, catchings, 35,801
Ship Isabella, catchings, 19,612
Ship Jas. Maury, compulsory services, 27,249
Ship Jereh Swift, catchings, 25,500
Ship Lafayette, catchings, 11,070
Bark Martha, catchings, 7,284
Ship Milo, compulsory services, 25,743
Ship Nassau, catchings, 4,547
Bark Nimrod, comp. covington, 21,116
Bark Nye, catchings, 25,539
Bark Waverly, catchings, 36,585
Ship William Thompson, catchings, 14,343

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Cox, Julia M. admx. Martha, 1,500
Ellis, Benjamin, Eliza Dunbar, 907
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Jenney, Simpson, Kingfisher, 1,936
Lambert, Elizabeth H. admx. Kingfisher, 2,166
Maxfieldman, ex. covington, 1,050
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Whalon, Ruth E. admx. Favorite, 1,220
White, John, est. of, Kate Cory, 1,031

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ABINGTON.

Nash, E. M. et al., ex. Electric Spark, \$1,949

ROCKLAND.

Lase, Everett, Electric Spark, \$2,304

CARVER.

Landers, S. H. Ocean Rover, \$774

PLYMOUTH.

Luce, A. H. Red Gannett, \$2,244

PROVINCETOWN.

Atkins, John W. Weather Gage, \$404

Atkins, Joshua P. Thomas B. Wales, 1,234

Potter, Gideon, Elenz, 2,187

Bowley, Gideon, ex. Rienz, 1,062

CREW LIST OF VESSELS SAILED.

Bark Sunbeam, Capt. Benjamin Gifford, sailed from this port May 2d, 1876, for the Atlantic Ocean. The following persons compose her crew:

Edward K. Russell, of New Bedford, first mate; Stephen S. Larry, of Southampton, second mate; Joseph King, of New Bedford, third mate; Joseph A. Damas, of do., fourth mate and boatsteerer; John Mead, New York, cooper and shipkeeper; George F. Tripp, New Bedford, Henry Peters, do., Andrew Crocker, do., and John E. Gidley, Dartmouth, boatsteerers; John Heller, New Bedford, steward; James A. Ross, New York, cook; Joseph Silva, New Bedford, Megil Antoine, do., Gaston Lemonnier, do., William Richards, do., Jose Luis Fortois, do., John Vera, do., Manuel DeGrass, do., Guilherme Jose DeMeyreles, do., Arthur L. Peck, do., Thomas W. Garlick, do., George A. Wetherbee, Roxbury, Kimball C. Green, Southampton, William W. White, do., Nelson S. Ewer, Nantucket, Stephen Hussey, Jr., do., Austin C. Bennett, Fall River, William F. Allen, do., and Seymour B. Post, Wellington, Conn., seamen.

EASTHAM.

Nickerson, Reuben, Jr., Isabella, \$1,478

ORLEANS.

Higgins, Jonathan, admx. Southern Cross, \$2,364

CHATHAM.

Flinn, Aurora F. et al. admx. Avon, \$789

Smith, C. Amazonian, 315

Smith, E. Amazonian, 187

Flinn, Aurora F. et al. admx. Avon, \$789

Smith, C. Amazonian, 315

Smith, E. Amazonian, 187

Flinn, Aurora F. et al. admx. Avon, \$789

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Whaling and Shipping List.

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING MAY 16, 1876.

NO. 13.

The Whaling and Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY E. B. P. RAYMOND,

4 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, (103.00 when paid STRICTLY IN ADVANCE. Single copies 5 cents.)

No paper will be discontinued until all arrearages are paid, except at the option of the publisher.

Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.

A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.

A. W. BURCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

By Railroad, N. B. 40,885

By Ship, N. B. 1,185

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THE WEEKLY SUN.

1776. NEW YORK. 1876.

Eighteen hundred and seventy-six is the

Centennial year. It is also the year in

which an opposition to the use of Representa-

tives, the first since the war, will be in power

at Washington; and the year of the twenty-

third election of a President of the

United States. All of these events are sure

to be of great interest and importance, es-

pecially the last two; and all of them and

everything connected with them will be

fully and freshly reported and expounded

in the Sun.

The opposition House of Representatives,

taking up the line of inquiry opened year

ago by the Sun, will sternly and diligently

investigate the corruption and misdoings of

Grant's administration; and will, it is to be

hoped, lay the foundation for a new and

better period in our national history. Of

all this the Sun will contain complete and

accurate accounts, furnishing its readers

with early and trustworthy information

upon these absorbing topics.

The twenty-third Presidential election,

with the preparations for it, will be mem-

orable as deciding upon Grant's aspira-

tions for a third term of power and honor,

and will be as deciding who shall be the

candidate of the party of Reform, and as

electing that candidate. Concerning all

these subjects, those who read the Sun will

have the constant means of being thorow-

ly well informed.

THE WEEKLY SUN which has attained

a circulation of over eighty thousand copies

already has its readers in every State and

Territory, and is trusted that the year 1876

will be a more successful one for it than

any other. It will continue to be a thorow

general news of the day will be found in

it, condensed when unimportant, at full

length when of moment; and always, we

trust, treated in a clear, interesting and in-

structive manner.

It is our aim to make the Weekly Sun the

best family newspaper in the world, and we

shall endeavor to give in its columns a large

amount of miscellaneous reading, such as

stories, tales, poems, scientific intelligence

agricultural information, for which we are

not able to make room in our daily edition.

The agricultural department especially is

one of its prominent features. The fashions

are also regularly reported in its columns;

and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with

fifty-six broad columns is only \$1.20 a

year, postage prepaid. As this price bare-

ly repays the cost of the paper, no discout

can be made from this rate to clubs, agents,

pastors, or anyone.

THE DAILY SUN, a large four-page

newspaper of twenty-eight columns, gives

the news for two cents a copy. Subscrip-

tion, postage prepaid, 55 cents per month,

or \$6.50 a year. SUNDAY edition ex tra

\$1.10 per year. We have no travel

agents.

Address, "THE SUN" New York City

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THE

New-York Times.

A Political, Literary, and General

Newspaper.

DEVOTED TO REFORM IN

MUNICIPAL, STATE, AND GENERAL GOV-

ERNMENT.

ESTABLISHED 1851.

In 1876 the New York Times will complete

the twenty-fifth year of its existence.

Throughout a quarter of a century it will

have remained true to the objects and aims

for which it was founded. It has held

from the first a favorite place in the house-

hold; it has endeavored to stand on all oc-

casions by the side of truth and justice;

and it has advocated political principles

only when they were certain to promote

the honor and welfare of the country.

As a family paper, the Times has always

been a very high reputation throughout

the United States. It is free from all ob-

jectual advertisements and reports, and

under no circumstances whatever are per-

sonal "announcements" or "queries" in-

serted, allowed to appear in its columns.

The disgraceful lures of quack and medical

pretenders, which pollute so many news-

papers of the day, are not admitted into

the columns of the Times on any terms.

Moreover, has always resisted the

communistic theories advocated by mis-

chievous journals and has opposed those

attacks upon the family as the basis of

Society which are so much made, and which

have led to so much misery and crime.

As a political journal, the Times will be

devoted, as in the past, to a discriminating

support of the Republican Party, while

reserving the right of expressing indepen-

dent opinions upon the measures or policy

of any Administration, or upon the course

of any leaders. Its attitude is that of in-

dependence within the Republic, and it

will be most efficiently served. Party gov-

ernment is essential to a constitutional

country, and when journals profess to have

no party, they are in fact no party.

The Times is in favor of the principles

of the Republic, and it will not be

in any way divided by the fact that it

has supported the Republican Party in the

past, often at its own risk and loss, and

because it believes in the principles of

freedom and of a return to the

principles of the Republic. It will adhere

to these principles in the important

canvass which will shortly engage the

attention of the people of the whole

country.

Great issues are at stake, and it will

use all the force of the press to sustain the

right side. The Democratic Party is substan-

tially in the wrong, and it is the duty of

the press to show it so. It is the duty of

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TURNING THE TABLES.

Philemon Hayes and Fanny Bray had

been just three weeks married.

They sat at breakfast in their cosy din-

ing-room one fine morning in Summer, to-

tally infatuated with each other.

Never such happiness as theirs before!

The felicity of Adam and his lady before

they made the acquaintance of the serpent,

was not to be mentioned in the same breath.

They kissed each other between every

cup of coffee, and made a practice of em-

bracing at least twice—sometimes thrice—

during every meal. Just now, they were

speaking of disagreements. Some friends

of theirs had fallen out, and refused to

fall in again.

"We never will disagree, will we, Phil,

dear?" asked Mrs. Fanny.

"Disagree! will the heavens fall?" re-

turned Phil, tragically.

"I sincerely hope not. It would be de-

cidely disagreeable," laughed Fanny;

"but if I thought we should ever quarrel,

and have hard thoughts towards each other,

I should be tempted to terminate my

existence."

"My precious Fanny!" cried Phil,

springing up and upsetting the toast plate

on the carpet, of which he was entirely ob-

livious in his eagerness to get his arms

around Fanny—"my little foolish dar-

J. & W. R. WING & CO.,

Have removed to their new Brick Building.

111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into Garments as
ordered by customers.



READY MADE CLOTHING!
Men's White and Fancy Shirts, Underclothes and Drawers,
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF

WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,
WILLIAM R. WING,

JOHN WING,
HIRAM W. WENTWORTH.



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York.

Feb 22 '76

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store
SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—
FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.
The business hereafter will be conducted under the style of DOANE & CO.,
P.S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.,

—DEALER IN—
FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
Custom and Ready Made
CLOTHING!
GENTS' FURNISHING GOODS
Fine and Fancy Shirts, Under-
clothes, Drawers, Hats, and
Caps, &c., &c., &c.



Constantly kept on hand, and
wholesale and retail at
LOW PRICES.

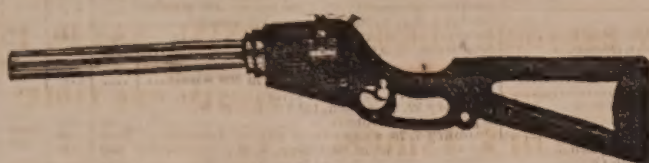
"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS.

A cordial invitation is extended to my SEA-FARING FRIENDS to call and exam-
ine before purchasing elsewhere.

WHALEMEN ATTENTION!

Bomb Guns and Lances.

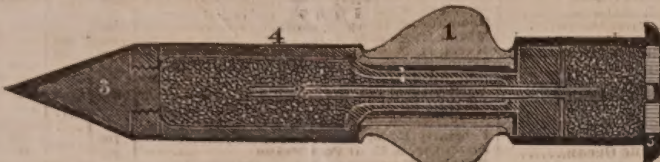


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,

— ALSO —

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

ap476

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SANDERS'

STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 103 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.
EDWARD T. TABER, JOSEPH R. REED, DARIUS F. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle
man's, Farthingale of every description, also a complete assortment of Cloths, Cassimeres,
Hats, and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which on reasoning friends and the public are invited to inspect
Garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.
LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,



NO. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
omers buy the goods

NEW BEDFORD RAILROAD.



Boston, Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 6th, 1875,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, 10.15 A.M., and 3.40 P.M. Return
8.00, 11.10 A.M., and 4.35 P.M.

Via Old Colony Railroad, 8 A.M. Return,
3.30 P.M.

Providence, at 7.30, 10.25 A.M., 3.40, and 5.20
P.M. Return, 8.00, 10.50 A.M., 4.40, and 7.
40 P.M.

Taunton, at 7.30, 8.00, 10.25 A.M., 3.40,
and 5.20 P.M. Return, 9.00 A.M., 12.10,
5.45, 7.20, and from Dean street station,
4.20 P.M.

Myricks, at 7.30, 8.00, 10.25 A.M., 3.40 and
5.20 P.M. Return, 6.45, 9.20, A.M., 12.25, 4.40
and 6.00 P.M.

Howland's, at 8.00 A.M., and 3.40 P.M. Re-
turn, 9.25 A.M. and 6.05 P.M.

East Free-town, at 7.00 A.M., and 3.40 P.M.
Return, 9.30 A.M., and 6.10 P.M.

Brady's, at 8.00 A.M., and 3.40 P.M. Re-
turn, 9.35 A.M., and 6.15 P.M.

Acushnet, at 7.30, 10.25 A.M., and 3.40 P.M.
Return, 9.45 A.M., and 6.25 P.M.

Worcester via Mansfield and South Fra-
mingham, at 3.40 P.M.

Lowell, at 3.40 P.M.

Fitchburg, at 3.40 P.M.

Fall River, at 7.30, 10.25 A.M., 3.40 and 5.20
P.M. Return, 11.15 A.M., and 3.36 P.M.

Newport, at 8.00 A.M., and 3.40 P.M. Re-
turn, at 2.55 P.M.

New York, via Fall River and Stonington,
at 5.20 P.M. Return, at 5.00 P.M.

New York via Shore Line, at 7.30, 10.25 A.M.,
and 5.20 P.M. Sundays 8.45 P.M. Re-
turn, 8.00 A.M., 1.00 and 10.00 P.M. Sun-
days, 10.00 P.M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.06, 11.10 A.M., and 4.50 -
P.M. Return, 7.30, and 11.10 A.M., 2.00, 4
and 5.30 P.M.

Providence, at 5.25, 8.10, 11.10 A.M., and
1.40, 4.35 and 6.00 P.M. Return, 8.00, 9.15,
10.30 A.M., 2.00, 4.40, 6.20, and 7.40 P.M.

Passengers for Taunton and New Bedford
from way stations between Boston and
Mansfield, will take the trains which leave
Boston at 7.30, 10.30 A.M., and 4.00 P.M. to
Mansfield.

Passengers for way stations between
Mansfield and Boston, in the morning will
take the A.M. train from New Bedford,
and the 6.32 A.M. train from Taunton.

*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.29 A.M., and 2.40 P.M.

Mattapoisett, at 7.29 A.M., 2.40 and 4.40 P.M.
Marion, at 7.29 A.M., 2.40 and 4.40 P.M.

Tremont, at 7.29 A.M., and 2.40 and 4.40 P.M.
Cape Cod, at 7.29 A.M., and 4.40 P.M.

Nantucket, at 7.29 A.M.

Plymouth, at 7.29 A.M., and 2.40 P.M.

LEAVE BOSTON, via Old Colony Railway
at 8 A.M., and 4.00 P.M.

LEAVE SANDWICH at 7.33 A.M., 2.58 P.M.

LEAVE HYANNIS, at 6.45, A.M., 2.05
P.M.

LEAVE TREMONT, at 10.10 A.M., 3.55 and
5.40 P.M.

LEAVE MARION, at 10.22 A.M., 4.10 and 5.59
P.M.

LEAVE MATTAPoisETT, at 10.24 A.M., 4.25
and 6.11 P.M.

Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P.M. train
from Boston.

sept 3, 1875. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union Street, daily, (Sundays except-
ed) for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A.M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A.M.
Afternoon Express, from office 3.10 and De-
pot at 4.40 P.M.

This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the Uni-
ted States and Canada.

Speels, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.

This Express connects with steamer Mon-
ohasset for Wood's Hole, (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Rail-
roads, and their connections to all points
South and West. Tickets for sale and in-
formation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.

Providence, 31 Dorrance street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.

New Bedford, May 20, 1870.

DAVENPORT, MASON & Co.'s
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 8th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co
New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York
DAILY EXPRESS.

Via New Bedford and New York
Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

Office:—In New York, at 105 Wall
Street No. 346 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 18 Commercial Wharf.
Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets.

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owner
agents and masters of whaling vessels, that
they have succeeded in getting the tonnage dues
removed from whaling vessels visiting this port
for the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31 gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:

A Package duty of twenty-four cents per bar-
rel. Harbor dues, \$3; Secretary's fee, \$3; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty Cents per barrel, de-
liverable at New York or Boston free of all other
charges except insurance, which will be effected
on the most favorable terms when required.

Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any person offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Calicut Bay,
from Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lazzaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 6th
of the following month. All letters forwarded to
our care will be safely received, and delivered
as addressed. Masters of vessels calling on the
Harbor and not wishing to anchor may obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer
— and will only incur the expense of that officer
fee—\$1.

New Bedford papers always on file for in-
spection. W. P. LEACOCK & CO.,
nov 22 '64

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to
ship masters visiting this port in pro-
curing supplies.

Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.

Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.

Charges on goods addressed to our care
advanced, and added to Bill of Lading.

Particular attention paid to chartering of
vessels, Insurance effected, &c., &c.
jcs 374

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kind
furnished at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.

sept 10 '67

ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.

All business entrusted to my care
will receive prompt and careful attention.
References:—Charles F. Howland, Orlick
Smalley, New Bedford. Jy dec 3 '74

New Bedford and New York

STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other

Route.

Steamer CITY OF NEW BEDFORD,

A. C. FISH, Commander.

Steamer CITY OF FITCHBURG,

C. H. SPRINGER, Commander.

VESSEL'S NAME.	U.S.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.
NEW BEDFORD.	129	Baker.	Joseph & William R Wing.	November 26, 74	Atlantic Ocean.	No date, at sea, no lat & co.
Abn Barker, bark.	129	Thacher.	Joseph & William R Wing.	October 26, 75	Pacific Ocean.	March 20, 76, off Mocho.
Abn Barker, bark.	110	Fisher.	Jonathan Bourne, Jr.	May 4, 76	Atlantic Ocean.	October 27, 75, sailed from St Michaels.
Abn Barker, bark.	110	Russell.	William Lewis.	April 20, 75	Atlantic Ocean.	April 19, 76, sailed from Honolulu.
Abn Barker, bark.	110	Hickmott.	Fory H Bartlett & Sons.	March 27, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Adeline Gibbs, bark.	129	Smith.	John T Richardson.	April 9, 75	Atlantic Ocean.	Arrived October 11, 75, 1,200 sperm 400 whale
A Hough, bark.	129	Hamblin.	Jonathan Bourne, Jr.	In port.	Atlantic Ocean.	Arrived May 1, 76, 620 sperm 125 whale.
Arnold, bark.	129	Hamblin.	Loum Snow, Jr.	In port.	Atlantic Ocean.	January 30, 76, at Tahiti.
Atlantic, bark.	129	Brown.	Joseph & William R Wing.	June 25, 72	Indian Ocean.	August 26, 75, at Ternate.
Avola, bark.	129	Bourne.	John P Knowles, 2d.	July 19, 74	Indian Ocean.	Arrived March 30, 76, 800 sperm 300 whale.
Bart Gosnell, bark.	129	Gifford & Cummings.	Charles R Tucker & Co.	In port.	Atlantic Ocean.	January 29, 76, at sea, lat 1 S, lon 24 W
Bounding Bellow, bark.	129	Thacher.	Jonathan Bourne, Jr.	May 4, 76	Atlantic Ocean.	April 3, 76, at Honolulu.
Callao, bark.	129	Ludlow.	Swift & Perry.	December 6, 71	North Pacific Ocean.	No date, at sea, no lat & co.
Camilla, bark.	129	Chase.	Charles R Tucker & Co.	August 7, 72	New Zealand.	February 17, 76, at Bunbury, N. H.
Callao, bark.	129	Chase.	Charles R Tucker & Co.	December 8, 74	Indian Ocean.	November 24, 75, sailed from Teneriffe.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived December 6, 75, 100 sperm 300 whale
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 16, 76, sailed from Fayal.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 15, 76, sailed from Honolulu.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	January 17, 76, sailed from Mangonui.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived May 2, 76, 80 sperm 300 whale.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived April 29, 76, 375 sperm 875 whale.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived September 4, 75, 470 sperm.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 7, 76, at Mangonui.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 6, 76, at Tumbes.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 20, 76, at Bay of Islands.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 23, 76, at St Helena.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 11, 76, at St Helena.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 17, 76, sailed from Fernandina, Fla.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	January 18, 76, at sea, lat 20 N, lon 1 W.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 3, 76, at sea, lat 30 N, lon 42 W.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived April 15, 76, 90 sperm 1,500 whale.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 3, 76, at sea, no lat & co., cutting.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 12, 76, at St Jago.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 16, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 1, 76, sailed from San Francisco.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 15, 76, sailed from Honolulu.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	January 1, 76, on Cornell & Co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 5, 76, sailed from San Francisco.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 1, 76, sailed from Honolulu.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 20, 76, sailed from St Helena.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	November 7, 75, Palta.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 7, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 11, 76, sailed from Honolulu.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 28, 76, sailed from St Helena.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	November 6, 75, sailed from Fayal.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 27, 76, on the Line.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	January 24, 76, sailed from Johanna.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 28, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	November 28, 75, at St Michaels.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived May 2, 76, 1,050 sperm.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 7, 76, at Onalaska.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 2, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 30, 76, at Bay of Islands, 2,200 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 4, 76, at Talcuano.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 8, 76, sailed from St Helena.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 14, 76, sailed from Table Bay.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Prey of Whales, on the line.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	November 28, 75, at Brava.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	January 6, 76, off Norfolk Island.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 18, 76, at sea, lat 36 30, lon 75 W.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 28, 76, sailed from Honolulu.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 6, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 7, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 44, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 19, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 6, 76, sailed from Honolulu.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 11, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 22, 76, at Barbadoes.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	January 11, 76, at Mahé.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 1, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	December 14, 75, at sea, lat 11 N, lon 26 W.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co., leaking.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 24, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived May 16, 76, 14 sperm 900 whale.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 3, 76, at Honolulu.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	October 15, 75, sailed from Fayal.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	December 7, 75, at sea, lat 36, lon 58.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived May 2, 76, 600 sperm 210 whale.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	January 20, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 7, 76, at Tumbes.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived September 27, 75, 320 sperm.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	November 7, 75, at Teneriffe.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 12, 76, sailed from Honolulu.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 3, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	September 15, 75, off Assension.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	January 30, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 31, 76, at Stewart's Island.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 26, 76, sailed from Hilo.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	December 22, 75, sailed from Honolulu, hme
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 2, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 19, 76, at sea, lat 26 28 S, lon 43 50 W.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	January 26, 76, at sea, lat 42 58, lon 53 E.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived September 17, 75, 90 sperm 6 whale.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived March 31, 76, 80 sperm 20 whale.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 17, 76, sailed from Fernandina.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived May 11, 76, 200 sperm 500 whale.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 25, 76, at Bay of Islands.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	January 25, 76, at sea, lat 7 10 S.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived April 16, 76, 1,650 sperm.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 3, 76, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Feb 16, 76, at sea, lat 13 10, lon 45 50, 3 whales
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 8, 76, at Grenada.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 12, 76, at Banoca, Fla.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 2, 76, sailed from St Thomas.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 23, 76, at sea, lat 13 N, lon 44 50 W.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 12, 76, at Banoca, Fla.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived April 29, 75, 100 sperm.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 2, 76, at sea, lat 17 45, lon 67, 220 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 30, 76, at sea, lat 17 45, lon 67, 220 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 21, 76, at Brava.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 30, 76, at sea, lat 17 45, lon 67, 220 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co., 150 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 20, 76, at sea, lat 11 30, lon 82 33.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 20, 76, at St Jago.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 23, 76, at sea, lat 13 N, lon 44 50 W.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 12, 76, at Banoca, Fla.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived April 29, 75, 100 sperm.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 2, 76, at sea, lat 17 45, lon 67, 220 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 30, 76, at sea, lat 17 45, lon 67, 220 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co., 150 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 20, 76, at sea, lat 11 30, lon 82 33.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 20, 76, at St Jago.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 23, 76, at sea, lat 13 N, lon 44 50 W.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 12, 76, at Banoca, Fla.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived April 29, 75, 100 sperm.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 2, 76, at sea, lat 17 45, lon 67, 220 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 30, 76, at sea, lat 17 45, lon 67, 220 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co., 150 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 20, 76, at sea, lat 11 30, lon 82 33.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 20, 76, at St Jago.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 23, 76, at sea, lat 13 N, lon 44 50 W.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 12, 76, at Banoca, Fla.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	Arrived April 29, 75, 100 sperm.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 2, 76, at sea, lat 17 45, lon 67, 220 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 30, 76, at sea, lat 17 45, lon 67, 220 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	No date, at sea, no lat & co., 150 bbls.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 20, 76, at sea, lat 11 30, lon 82 33.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	February 20, 76, at St Jago.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	April 23, 76, at sea, lat 13 N, lon 44 50 W.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75	Atlantic Ocean.	March 12, 76, at Banoca, Fla.
Callao, bark.	129	Anthony.	John T Richardson.	April 29, 75		

The Whalemens Shipping List, NEW BEDFORD: TUESDAY MORNING, MAY 16, 1876. CATALOGUE OF NANTUCKET WHALERS And their voyages from 1815 to 1870. Single Copy—\$1 Cent. Three Copies \$1. FOR SALE AT THIS OFFICE.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending May 15, 1876.

	Bls.	Lbs.	Bone.
New Bedford.	200	600	
Bark Cape H'n Pigeon, ...	200	600	
Schr. Fleetwing, ...	200	600	
Total, ...	200	600	
Previously, ...	200	600	
From Jan. 1 to date, ...	200	600	
Same time last year, ...	200	600	

EXPORTS

For the week ending May 15, 1876.

	sp.	wh.	bone.
Previously, ...	200	600	
From Jan. 1 to date, ...	200	600	
Same time last year, ...	200	600	

NEW BEDFORD OIL MARKET.

For the week ending May 15.

SPERM.—Has continued in demand, and sales were made of 500 bbls. in parcels, for export, and 200 do. for manufacture, at \$1.37 1/2 gallon.

WHALE.—Is in better request, with sales of 375 bbls. Northern, reported at 50 cents 1/2 gallon, and 620 do. Humpback on private terms.

FOREIGN OIL MARKET.—The circular of Messrs. Bowes, Gage & Co., dated London, April 27th, says:—Crude Sperm is dull at 42 1/2 @ 43.

Whalebone.—We continue to have inquiries for export to the Continent, but there not being any sellers we are unable to report any sale.

IMPORTATIONS.

Per schooner Fleetwing, at this port, 14th inst.—24 bbls. Humpback oil, to master.

EXPORTS.—Per German bark Meteor, from this port, 9th inst., for Havre—5,000 bbls. whale oil, by I. H. Bartlett & Sons.

Correspondent of the Shipping List.

RUSSELL, Bay Island, April 7th, 1876.

The bark Mary Frazier, Nye, New Bedford, now in this port, has 2,000 bbls. oil all told, is taking 900 bbls. oil on freight from bark Matilda Sears, of Dartmouth; the bark Gazelle, Mosher, New Bedford, will also ship 300 bbls. oil by her. All these vessels will sail by the end of the month—the Mary Frazier, direct for home.

A letter from Capt. Hallitt, of ship Niger, of New Bedford, reports her off French Rock, March 13th, having taken 200 bbls. sperm oil since leaving the Bay in February, (and since has picked up a whale's head, that would probably make 30 bbls). Reports same date, ships James Arnold, Wilson, do. 275 sperm; California, Chase, do. 250 do.; bark Lagoda, Lewis, do. 275 sperm since leaving the Bay; ship Milton, Fuller, 2,000 sperm 200 whale all told. A telegram from Capt. Moulton, of bk Tamerlane, of New Bedford, reports her at Port William, March 29th, with 300 sperm 150 whale—was shipping her oil by the Eliza Adams, who would rest and proceed direct home. The Tamerlane was bound to Hobart Town to rest. The bark Eliza, Dimond, New Bedford, arrived at Mangonui yesterday, with no oil since leaving here in November—150 sperm all told. All of the vessels above reported at sea, are expected in next month.

LETTERS.

A letter from Capt. Gifford, of bark Oak, of New York, reports her at Valparaiso, March 24th, where she would re-copper; had taken 70 bbls. sperm oil since leaving Panama. Reports spoke March 18th lat. 35 30, lon. 75 W., bark Morning Star, Lewis, New Bedford, 130 bbls. sperm since leaving Valparaiso, bound to Talcahuano soon; 6th, Napoleon, Turner, do. boiling an 80 bbl. sperm whale. The bark John P. West, Manchester, do. and Atlantic, Brown, do. were on the ground, the latter bound to Talcahuano to seek freight.

A letter from Capt. Jacob A. Howland, dated Valparaiso, April 1st, reports at Talcahuano, no date, bark John Carver, Dean, New Bedford, with 240 bbls. oil.

A letter from Capt. Atkins, of schooner Agate, of Provincetown, reports her at Grenada, April 8th, having taken 140 bbls. oil since last report, making 360 bbls. all told, 220 of which is sperm. Reports schooners Lottie Cook, Dyer, do. 150 bbls.; Ellen Rispah, Dunham, do. 175 bbls.

Letters from Fayal, dated April 19th, reports the arrival there on the 15th, and sailed on the 18th, of bark Commodore Morris, Winslow, New Bedford, with 330 bbls. sperm oil on board, and 25 do. do. from bark Janna. Reports no date, bark Draco, Peaks, do. 90 do. do. all told; February 3d, Hercules, Sherman, do. cutting a whale in a gale; March 27th, on the Line, Lancer, Dowden, do. 375 sperm all told.

A letter from Capt. Mosher, of bark Gazelle, of this port, reports her at Bay of Islands, March 20th, with 140 bbls. sperm and 40 do. whale oil since leaving Bravo—300 sperm and 90 do. whale oil all told. Reports saw March 11th, no lat &c., bark Hunter, Holt, do. with 260 sperm and 90 do. whale oil this season. Another letter from the Gazelle reports bark Matilda Sears, Childs, Dartmouth, at Bay of Islands, April 6th, with 600 bbls. sperm, which would be shipped by the Mary Frazier.

A letter from Capt. Thacher, of bark Abraham Barker, of this port, reports her off Island of Mocho, March 20th, with 50 bbls. sperm and 90 do. whale oil—all well.

A letter from bark Tamerlane, Moulton, of this port, reports her at Stewart's Island, March 31st, shipping about 600 bbls. sperm oil by the Eliza Adams. Oil as last reported.

Bark Thomas Pepe, of New York, formerly a whale from this port, 221 tons, has been purchased by George S. Homer and others, and is to be brought to this port.

Abraham in Fairhaven, owned by William N. Alden, and occupied by Edwin M. Dean, shoemaker, and Mrs. George Stearns, dressmaker, was destroyed by fire on the 8th inst. Loss \$2,600; insurance \$1,600.

ALABAMA CLAIMS.—The Commissioners have recently made the following awards:—

Isaac C. Weeks, \$840.50; James E. Higgins, \$376; Valentine F. Healey, \$357; John Healey, \$623.25; Delancy D. Wilcox, \$229—all in brig Kate Cory; Harriet F. Martin, administratrix of Joseph Manuel Ramos, \$350; Charles T. Bonney, administrator of Antone Clark, \$350; Thomas F. Pease, \$980—all in the Gipse; John Fargo, \$374.50; John L. Read, \$1,275.71; Wendall H. Cobb, administrator of Robert Saulsbury, \$798.50—all in the Isabella; F. A. Pierce, \$500; Manuel Souza, \$305.60; Elizabeth W. Ray, administratrix, \$660; Mike Hardy, \$180; Reuben K. Simmons, \$145.47—all in the Benjamin Tucker; Benjamin F. Hutchinson, administrator of John Costa, \$400—in the Courser; George P. Gardner, administrator of Charles E. Anthony, \$318.50; Mary E. Tuell, administratrix of James I. Tuell \$434.50—in the Eliza Dunbar; Francisco De Brune Roncha, \$385; Jefferson Hawes, \$406—in the Euphrates; Benjamin Wilcox, 2d., \$231.75; Edward D. Mandell, administrator, &c., Henry J. Chase, \$939.50—in the Golconda; John H. Hill, \$1,336; Joaquin Rodriguez, \$415; Charles T. Bonney, administrator of Lorinio Lomba, \$550—in the Hector; Miguel Ignacio, \$734.55—in the Hillman; Frederick E. Haskell, \$470; Ferdinand G. Chase, \$605.25; James E. Batt, \$278—in the Oneida; Charles Winnoth, \$812.13—in the Sophia Thornton.

In the case of the ship Brunswick, the court were divided in opinion. Judge Marston will re-argue it in June.

The Hawaiian Treaty bill was carried in the United States House of Representatives on the 8th inst., by the solid vote of New England and New York with heavy support from the Southern and Atlantic States and some scattering votes from the West.

Mr. Crapo of Massachusetts, declined to serve on the special committee to investigate the affairs of the federal office-holders in New Orleans, and Mr. Conger of Michigan, was appointed in his place.

The Naval appropriation bill reported in the House on the 5th inst., appropriates \$12,800,000 in round numbers, which is about eight millions less than the estimates and \$4,500,000 less than the appropriation last year. It directs the Secretary of the Navy to ascertain the best method of disposing of the yards at Charlestown, Washington and Pensacola, and the recession of the New London yard. Further appointments to the Marine Corps are prohibited until the number of officers is reduced from the present strength 93 to 75.

Piper has confessed to three atrocious crimes in Boston—the murder of little Mabel Young; that of the Landergan girl in Boston Highlands, and the murderous assault upon Mary Tyner at her lodgings in Oxford street. Never, perhaps, has a long dark catalogue of atrocious crime had a more unexpected ending. By the combined influence of brutal passions debased habits, indulgence in drink and opium, and the reading of degrading and sensational literature, the nature of Piper appears to have become transformed—the human was eliminated and the diabolic asserted its sway. The execution of such a wretch is a honor to humanity.

The fifty-third volume of HARPER'S MAGAZINE, which commences with the June number, presents a magnificent array of serial stories. It contains the entire fourth book of George Eliot's "Daniel Deronda"—a novel which has excited greater interest than any serial story ever before published. The first part is also given of a new story by the author of "John Halifax, Gentleman," entitled "The Laurel Bush: an old-fashioned love-story," and is as fascinating as any that this popular author has produced in her long and successful literary career. "Garth"—Mr. Julian Hawthorne's novel—is continued. There are also three short stories of remarkable excellence: Mr. Holly's second paper (illustrated) on "Modern Dwellings" treats of the color decorations of interiors; Mr. Rideling's illustrated paper, entitled, "A Trail in the Far Southwest," presents timely and exceedingly interesting sketches of the country and people of New Mexico; two illustrated Centennial papers are given—the concluding article of Mr. Lossing's "Romance of the Hudson," and Mr. John Esten Cooke's "Virginia in the Revolution." In the July number will be commenced an anonymous serial story of great promise, published simultaneously in Blackwood and Harper.

For sale by Edwin Dews.

The tenth annual report of the Association for the Relief of Aged Women, in this city, shows that during the past year assistance has been afforded to sixty-two beneficiaries, among whom \$3,212.50 has been distributed. The largest sum given to any one person during the year is \$76.50. Of the above number eight have died during the year, and eight new ones have been accepted for aid. The capital of the Association amounts to \$19,593.73.

The New Bedford Lyceum has elected Charles P. Rugg President; Thomas H. Knowles Clerk; George A. Bourne Treasurer. The financial report shows that \$322.60 is due the Treasurer. It is proposed to have three Lecture courses next Winter—Literary, Scientific and Musical.

The city stable in Worcester, was burned on the 10th inst., with a number of wagons, drags and sleds, 30 tons of hay and 300 bushels of grain, but the horses and harnesses were saved. The aggregate loss to the city will be \$16,000, on which there is \$5,000 insurance. Several other wooden building in the city were burned also.

The rate of taxation in Mattapoisett this year will probably be but \$5 on \$1,000, the town having no debt and with a surplus in the treasury. The number of resident capitalists is consequently increasing.

MASSACHUSETTS SENATORIAL DISTRICTS.—The Act of the Legislature at its recent session for the purpose of choosing Senators until the next decennial census, divides the Commonwealth into forty districts, in this section of the State as follows:

The towns in the counties of Barnstable, Dukes county and Nantucket shall constitute a district, to be known as the Cape district.

The county of Bristol is divided into three districts, as follows: The city of New Bedford, and the towns of Fairhaven, Acushnet, Dartmouth, Free-town and Westport, shall constitute a district to be known as the Third Bristol District.

The city of Fall River and the towns of Berkley, Dighton, Rehoboth, Somerset and Swansea, shall constitute a district, to be known as the Second Bristol District.

The city of Taunton, and the towns of Attleborough, Easton, Mansfield, Norton, Raynham and Seekonk, shall constitute a district, to be known as the First Bristol District.

The county of Plymouth (together with the town of Cohasset in the county of Norfolk) is divided into two districts, as follows:

The towns of Carver, Duxbury, Halifax, Hanson, Kingston, Lakeville, Marion, Mattapoisett, Middleborough, Marshfield, Plymouth, Plympton, Pembroke, Rochester, Scituate, South Scituate and Wareham, shall constitute a district to be known as the First Plymouth District.

The towns of Abington, Bridgewater, Brockton, Cohasset, East Bridgewater, Hingham, Hull, Hanover, Rockland, South Abington and West Bridgewater, shall constitute a district to be known as the Second Plymouth District.

In the Supreme Judicial Court, Boston, on the 6th inst., the case of Robert Soper, et al. vs. Atlantic Mutual Insurance Company, upon a policy of insurance upon the whaling schooner Thrive, upon a statement of facts, the plaintiff had been defendants' agent to procure insurance and become indebted for premiums and was insolvent. On the 4th of February, 1873, the parties met and agreed for a compromise of plaintiffs indebtedness to the defendants, and also for a surrender and cancellation of policy in suit, and the plaintiff indorsed thereon "Cancelled to date, February 4, 1873," and surrendered the policy and the defendants surrendered the premium note given therefor. It turned out that the vessel was lost at sea February 1873, but this was not known to either party when the settlement was made. The plaintiff claimed the amount of the policy. The court ordered judgment for the defendants, the settlement of February 4, 1873, was a mutual release of all claims whether known or unsuspected. The surrender of the policy under the circumstances was a release of all claims under it and was a sufficient consideration and is a bar to the action.

THE CENTENNIAL EXHIBITION in Philadelphia opened on the 10th inst. Every part of the city was more or less decorated with flags and other insignia, and the city with its millions of population swelled with additional thousands of visitors became at once bustle, bunting and noise. Already the Exhibition has progressed farther at the opening than any of the previous Exhibitions at Paris, Vienna or London, notwithstanding that nearly a third of the things sent for exhibition are yet to be put in position, and it will be thirty days, at least, before the whole will be in complete order. It is estimated that the visitors will exceed ten millions of people. The admission price is fifty cents, and some people will go in fifty times, which at an average of a dollar from each visitor, would amount to ten millions, or two and a half millions over and above the estimated cost of \$7,500,000. However this may prove, it cannot fail to be a great thing for the railroads, and indeed for almost everybody, and whether at the end there may be not much of anything for the stockholders but the buildings. That it will prove a vast benefit to science, the arts and to trade no one will question. Above all, it will probably tend more than any thing since the war to unite the North and South in common friendship.

THE EMPEROR DOM PEDRO was especially delighted at the Centennial on the 10th inst. He asked innumerable questions, so did Madame Pedro. The crowd followed the Emperor wherever he went, and almost trod upon his royal heels. They seemed astonished that he was not dressed in uniform, and was not at least eight feet high. Dom Pedro entered into the spirit of the occasion with hearty good humor, and went unwearily through the terribly fatiguing proceedings. When he was presented to General Grant on the platform, he rattled into conversation pleasantly, and seemed for a time to have forgotten the enormous crowd that was staring at the representatives of the two greatest powers on this continent. He won golden opinions everywhere, and the rough fellows mounted on the mammoth bronze horses cheered him enthusiastically as he passed down to enter the main building. General Grant himself did not receive so hearty an indorsement, although he did not lack for cheers.

In the Supreme Judicial Court, Boston, last week, Miss Julia A. Gould recovered a verdict of \$6,000 for damages for an injury sustained by her in City Hall avenue, leading from School street to Court Square.

The Selectmen of Waltham have voted not to grant any first or second-class licenses, but to license the third class, viz: Malt liquors and cider, to be drunk on the premises, and also the Apothecaries.

The City Marshal of Fall River, has instructed the members of the Police force to use their best endeavors to obtain evidence against all violators of the license law.

The City Treasurer of Fall River, had received up to noon of the 10th inst., \$17,600 for 174 Liquor Licenses.

A WILL SUSTAINED.—In the Supreme Judicial Court in Boston, on the 3d inst., an appeal from the Probate Court in Barnstable in the matter of the Will of the late Hon. Francis Bassett. The deceased was a resident of Dennis, but was formerly of Boston and Clerk of the United States District Court. The estate was valued at about \$170,000, and was bequeathed, with exception of about \$20,000, to the testator's wife. Among the bequests included in the sum of \$20,000 was one of \$5,000 to Harvard College. The executors are the widow of the deceased, and Eliza Bassett, Esq., of Boston. Certain of the heirs-at-law contest the Will on the ground of undue influence on the part of the wife, and the advanced years and consequent enfeebled mind of the testator. These claims were not supported by the evidence, and the jury promptly returned a verdict sustaining the Will. Stetson and Greene of New Bedford, for the executors; George Marston for the appellants.

A gentleman in Brazil, in a private letter to the editor of the New York World, says of Dom Pedro:

"You would let the Emperor severely alone in the United States if you knew how utterly he detests entertainments and publicities of all kinds. At home he never takes more than twenty minutes for dinner, except on the day he invites the Portuguese Ambassador to celebrate the birthday of the King of Portugal. Then he gives that august diplomatic functionary ten minutes extra time to feed. So tell my dear countrymen to handle their splendid American Emperor with tender consideration for these infirmities if they wish him to carry back to Brazil agreeable recollections of his flying journey to the great Republic."

The citizens of Ashland have ordered the selectmen to grant liquor licenses only to the apothecaries, and have voted to give the reform society the free use of the town hall one evening in each week.

John W. Green, a Jersey City policeman, convicted of the abduction of a girl of 15, whom he married without her parents' consent, has been sentenced to five years' imprisonment.

A Portuguese funeral at New London, recently, passed off so pleasantly, and there was such a cheerful chatter and general munching of coconuts that the body was left behind, and the funeral went on as though nothing had happened. After some time they sent back after the corpse.

Rev Andrew McKeown, of Boston, was robbed in Philadelphia last week of a valuable gold watch and chain, while riding on a city passenger car. The watch was the gift of the reverend gentleman's congregation.

A teacher of languages, named Victor Chomel, was incarcerated in New Haven for drunkenness, and nearly \$500 were found on his person. He had recently come into possession, by the death of his mother in France, of a fortune of \$10,000, and seems determined to "go through" it as fast as possible.

The Custom House officers at New York have been informed that the jewels sent to General Sherman's daughter by the Khedive of Egypt are to be re-exported to Europe in June by Drexel, Morgan & Co., the consignees, as otherwise they might be sold by auction to pay the duties. The Senate has exempted them from duty, but the House will not concur.

The late heavy rains in Western New England have swelled the Connecticut river to a dangerous height, greater than before since the great freshet in 1851. Railroad trains on the Passumpsic are all cancelled on account of the washouts, and farms along the Connecticut river are being heavily damaged.

The contract for building the new Rhode Island and Massachusetts Railroad, from Valley Falls, R. I., to Franklin, Mass., fourteen miles, has been made, and work will commence at once. The cost will be \$13,000 a mile.

The river at Taunton is so full of herrings that thousands of the fish kill each other in fighting for the passage. The warm spell has set them running by millions.

The committee on licenses of the Lowell City Council, to whom was referred the expediency of revising the liquor license tariff, have voted to recommend raising the price of hotel-keepers to \$1,000, common victuallers to \$750; and other classes in proportion.

It is reported that thus far \$200,000 in gold has been recovered from the wreck of the steamship Schiller.

A terrific explosion of dynamite occurred in Jersey City, N. J., on the 6th inst., by which about 5,000 houses were more or less injured, occasioning a loss of property about \$60,000.

The largest insurance policy in New England for \$2,000,000, on the Central Vermont Railroad Company has just been re-written in the Rutland office of the London, Liverpool and Globe Insurance Company.

In Newport, R. I., on the 11th inst., Mrs. A. M. Carson committed suicide by shooting herself with a revolver. She was a victim of a felonious outrage some months ago, and has since been wholly or partially insane.

Hereafter in Massachusetts a man may not adopt a young lady, educate her, and then marry her, and a lady may not adopt a youth and then become his wife. So the last Legislature decided.

At a recent meeting of the Fall River City Government \$75,000 was voted to furnish employment for destitute laborers, and \$3,000 for the celebration of the Fourth of July, while as much more will be raised by private subscription.

The Prince of Wales and party arrived at Portsmouth, Eng., on the 11th inst., on his return from India, and was welcomed on his landing with much enthusiasm.

CREW LIST OF VESSELS SAILED.

Schooner William Martin, (of Boston,) Capt. William Martin, sailed from this port May 8th, 1876, for the Atlantic Ocean. The following persons compose her crew: George C. Snow, of Provincetown, first mate; William Martin, Jr., of do., second mate; John L. Martin, do., John A. Silver, Boston, and Frederick P. Nason, do., boatsteers; Joseph Chase, Provincetown, shipkeeper; Henry Williams, Boston, steward; Lawrence Steele, do., cook; William H. Morse, do., John L. Lawrence, do., J. H. Bedel, do., William J. Desmond, do., Adolbert E. Garland, do., Frederick W. Kimball, do., Harry F. Sherburne, do., E. W. Robbins, do., Harry B. Gay, do., Jack River, do., William S. Crowley, do., and Franco Rebader, do., seamen.

Bark Ohio, Capt. William B. Ellis, sailed from this port May 9th, 1876, for the Atlantic Ocean. The following persons compose her crew:

Joseph D. Durfee, of Tiverton, first mate; Joseph B. Nola, of Western Islands, second mate; Benjamin D. Cleveland, of Martha's Vineyard, third mate; John Frates, of Western Islands, fourth mate and boatsteers; Severin Eggen, Norway, cooper; Josiah Joseph, Western Islands, John C. Nola, do., and Enos Katano, do., boatsteers; John Anderson, New Bedford, steward; Jose Caetano Concalves, Azores, cook; Joseph Enos, do., Manuel Silva, do., Manuel Fustina, do., Joseph Francis, do., Frank Joseph, do., Joseph Souza, do., Joaquin DeBarro, Cape Verde Islands, Manuel Maltroir, do., Manuel Santa, do., Joao Alves, do., Carl DeBurgs, do., Joze Neves, do., Manuel Lopez, do., John Fitzsimons, Fall River, James Richmond, do., Alfred Richards, Philadelphia, Edmund Tabulski, Canajoharie, and Christian Gustav, Brooklyn, seamen.

Brig Heman Smith, (of Boston,) Capt. John J. Cook, sailed from this port May 12th, 1876, for the Atlantic Ocean. The following persons compose her crew:

William F. Donaldson, of Woods Hole, first mate; John F. Days, of Provincetown, second mate; Manuel Fortes, of New Bedford, third mate and boatsteerer; Andrew Lewis, do., and Antone Peter, do., boatsteers; D. W. Barker, Darters, shipkeeper; John W. Barton, shipkeeper; James Wood, do., cook; George C. Gilman, do., Charles E. Brown, do., Linus Haven, do., Charles Hilden, do., William Scott, do., Thomas Douglas, do., Frederick D. Morrison, do., John Roark, do., F. N. Robinson, do., John Chapman, do., George McLaughlin, do., Edward Smith, do., and Otis Putnam, do., seamen.

A young man, a passenger on the Virginia Midland Railroad, while the train was going at the rate of thirty miles an hour, suddenly sprang from his seat, rushed to the platform and jumped to the ground. The train was stopped and started back, and the young man was met, running at full speed and making night hideous with his screams to "stop the cars." He was taken aboard, and it was found that his injuries amounted to nothing worse than a skinned nose and a slight abrasion upon his hip, caused by a pistol in his pocket. His explanation was that he dreamed there was a collision, and he jumped off to save himself.

At a wedding recently, when the clergyman asked the young lady, "Wilt thou have this man to be thy wedded husband?" she, with a modesty which lends her beauty an additional grace, replied, "If you please."

The heirs of ex-President Andrew Johnson, have obtained the remainder of the money belonging to him which was on deposit at the National Bank in Washington when it failed, two years ago—being nearly all his savings of about \$60,000.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Small-pox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroys all poisons in the blood.

His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1,347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

ap125-76 em

MARRIED.

In this city 7th inst., Mr. Alexander Dowty to Bethia A. Brock, both of this city; 11th, Mr. William P. Morris to Mrs. Rebecca H. Braley, both of Taunton.

In Westport, 50th inst., Mr. John E. Petty to Miss Hannah L. Chute.

In Nantucket, 4th inst., Mr. William H. Modley to Miss Susan P. Ruggles.

DIED.

In this city, 9th inst., Betsey, widow of the late Benjamin T. Sanford, in her 79th year; 11th, Walter H., son of William H. and Mary V. Bliss, 1 year and 10 months; 14th, Samuel L., son of Henry and Elizabeth J. Howard, 4 years and 3 months.

In Fairhaven, 11th inst., Carrie L., daughter of Hiram and Louisa Tripp, 36; 14th, Rodio W. Richmond, 48.

In South Dartmouth, 13th inst., Josiah Matthews, 85 years and 7 months.

In Westport, 7th inst., William Slade, 73; 8th, Joseph Briggs, 79.

In Bakerville, (Dartmouth,) 8th inst., Capt. Timothy Russell, 82.

In Lakeville, 8th inst., Ruth K. Spooner, 80.

In West Barnstable, 7th inst., Josiah Howe, 60.

In Nantucket, 7th inst., John S. Chase, 45 years and 2 months; 8th, Lydia A., wife of David B. Paddock, 60.

In Arlington, 1st inst., Hiram C. Gardner, formerly of Nantucket, 82.

In Boston, Charlestown District, 5th inst., Joseph W., son of William H. May, Esq., of Nantucket, 14 years, 9 months and 12 days.

In Cambridge, 6th inst., Frances L., widow of the late Richard Mitchell, formerly of Nantucket, 85 years, 4 months and 4 days.

FOR THE AZORES.

THE Al clipper bark MODESTA, will run as a regular packet between Boston and the Azores Islands, leaving Boston on the 15th inst. For freight or passage apply to Capt. WILLIAM LEWIS, No. 4 Tabor's Wharf, New Bedford, MEDINA BROTHERS, 39 Levels Wharf, Boston, MANUEL J. SEQUEIRA, Fayal, W. I. or SILVIA, CABRAL & CO., 11 St. Michael's, W. I. apl17-76

ALABAMA CLAIMS.

An Act has been passed by Congress, allowing further time within which claims for direct losses can be filed before the Court of Commissioners of Alabama Claims. Officers and mariners on board ships destroyed by the Shenandoah after February 13, 1865, or by the Alabama or Florida, are entitled to compensation for personal effects and wages. For information, apply at once at the office of MARSTON & CLARK, 50 North Water street, New Bedford, Mass. apl7-76

CHARLES T. BONNEY,

ATTORNEY AND COUNSELLOR AT LAW

AND PROCTOR IN ADMIRALTY.

No. 42 North Water Street, NEW BEDFORD.

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which we are prepared to make to order into garments as
ordered by customers.READY MADE CLOTHING!
Men's White and Fancy Shirts, Underclothes and Drawers
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.AND A FULL LINE OF
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PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.JOSEPH WING,
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Feb 22 '76

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store
SIMEON DOANE & SON
Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of**READY MADE CLOTHING**—AND—
FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom Trade!

The business hereafter will be conducted under the style of **DOANE & CO.**F. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

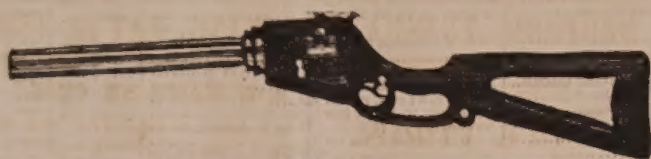
At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.,

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
Custom and Ready Made
CLOTHING!
GENTS' FURNISHING GOODS
Fine and Fancy Shirts, DRAWERS,
SHIRTS AND DRAWERS, Hats,
and Caps, PAPER COLLARS,
&c., &c.OUTFITTING GOODS,
OF THE BEST QUALITY,
Constantly kept on hand, and
which will be sold at
LOW PRICES.

"NOT SOLD YET."

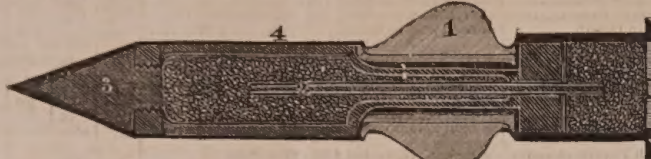
A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,

A cordial invitation is extended to my SEA-FARING FRIENDS to call and exam-
ine before purchasing elsewhere.**WHALEMEN ATTENTION!****Bomb Guns and Lances.**

THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

**CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,**

— ALSO —

PATENT BOMB LANCES & CARTRIDGES COMBINED.These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.The Superiority of these Guns over all others, is that they can be Loaded and
Discharged**TEN TIMES A MINUTE.**You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to**WILLIAM LEWIS, Agent,**

No. 4 Taber's Wharf, - - - New Bedford, Mass.

ap476

SANDERS'**STAR CLOTHING HOUSE!**

108 & 112 UNION STREET,

**IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing**

IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS**TABER, READ & GARDNER.****MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,**

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS F. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.DEALERS in all kinds of English, French, German and American Dry Goods and Gentle-
man's Furnishings of every description, also a complete assortment of Cloths, Cassimeres,
Vestings, and Ready Made Clothing of all kinds together with**SEAMEN'S INFITTING AND OUTFITTING GOODS,**Of the best quality, to all of which our seafaring friends and the public are invited to notice.
Garments of all kinds made to order in the best style, and warranted to set at short notice.
Being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN, FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,**NO. 128 1-2 UNION STREET, NEW BEDFORD****CLOTHING, GENT'S FURNISHING GOODS,**
Hats, Caps, Umbrellas, Trunks, and Bags.Also a full assortment of
CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,
Which we are prepared to make into garments in the best style for**MEN'S AND BOYS' WEAR.**
Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city
customers buy the goods**NEW BEDFORD RAILROAD.****Boston Taunton, Providence, and
Martha's Vineyard.**On and after Monday September 6th, 1876,
trains will run as follows:**LEAVE NEW BEDFORD, FOR**Boston, via Boston and Providence Railway
at 7.30, 10.45 A. M., and 3.40 P. M. Return
8.00, 11.10 A. M., and 4.35 P. M.Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.Providence, at 7.30, 10.25 A. M., 3.40, and 5.20
P. M. Return, 8.00, 10.50 A. M., 4.40, and 7.
40 P. M.Taunton, at 7.30, 8.00, 10.25 A. M., 3.40,
and 5.20 P. M. Return, 9.00 A. M., 12.10,
5.45, 9.20, and from Dean street station,
4.20 P. M.Myricks, at 7.30, 8.00, 10.25 A. M., 3.40 and
5.20 P. M. Return, 6.40, 9.20 A. M., 12.25, 4.40
and 6.00 P. M.Howland's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.25 A. M., and 6.05 P. M.East Freetown, at 7.40 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.10 P. M.Brady's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.35 A. M., and 6.15 P. M.Acushnet, at 7.30, 10.25 A. M., and 3.40 P. M.
Return, 9.45 A. M., and 6.25 P. M.Worcester via Mansfield and South Fra-
mingham, at 3.40 P. M.

Lowell, at 3.40 P. M.

Fitchburg, at 3.40 P. M.

Fall River, at 7.30, 10.25 A. M., 3.40 and 5.20
P. M. Return, 11.15 A. M., and 3.35 P. M.Newport, at 8.00 A. M., and 3.40 P. M. Re-
turn, at 2.55 P. M.New York, via Fall River and Stonington,
at 5.20 P. M. Return, at 5.00 P. M.New York via Shore Line, at 7.30, 10.25 A. M.,
and 5.20 P. M. Sundays 8.45 P. M. Re-
turn, 8.00 A. M., 1.00 and 10.00 P. M. Sun-
days, 10.00 P. M.**LEAVE TAUNTON, FOR**Boston, at 5.25, 8.06, 11.10 A. M., and 4.30 P.
M. Return, 7.30, and 11.10 A. M., 2.00, 4
and 5.30 P. M.Providence, at 5.25, 8.10, 11.10 A. M., and
1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
10.50 A. M., 2.00, 4.40 & 6.20, and 7.40 P. M.Passengers for Taunton and New Bedford
from way stations between Boston and
Mansfield, will take the trains which leave
Boston at 7.30, 10.30 A. M., and 4.00 P. M. to
Mansfield.Passengers for way stations between
Mansfield and Boston, in the morning will
take the A. M. train from New Bedford,
and the 6.32 A. M. train from Taunton.

On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.29 A. M., and 2.40 P. M.

Mattapoisett, at 7.29 A. M., 2.40 and 4.40 P. M.

Marion, at 7.29 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.29 A. M., and 2.40 and 4.40 P. M.

Cape Cod, at 7.29 A. M., and 4.40 P. M.

Nantucket, at 7.29 A. M., and 2.40 P. M.

Plymouth, at 7.29 A. M., and 2.40 P. M.

LEAVE BOSTON, via Old Colony Railway
at 8 A. M., and 4.00 P. M.

LEAVE SANDWICH at 7.33 A. M., 2.58 P. M.

LEAVE HYANNIS, at 6.45 A. M., 2.05
P. M.LEAVE TREMONT, at 10.10 A. M., 3.55 and
5.40 P. M.LEAVE MARION, at 10.22 A. M., 4.10 and 5.59
P. M.LEAVE MATTAPoisETT, at 10.34 A. M., 4.25
and 6.11 P. M.Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.

Sept 3, 1876. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of**HATCH & COMPANY'S EXPRESS.**Responsible messengers will leave office
No. 142 Union street, daily, (Sundays except-
ed) for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the United
States and Canada.Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.This Express connects with steamer Mon-
ohasset for Wood's Hole, (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and in-
formation freely given at our office.OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.
Providence, 34 Dorrance street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union street.A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.
New Bedford, May 20, 1876.**DAVENPORT, MASON & Co.'s
NEW YORK EXPRESS.**Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGE
SHELL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.CALIFORNIA TICKETS, by steamers leaving
New York on the 5th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.DAVENPORT, MASON & Co
New Bedford, Sept. 3d 1876.**POTTER & CO.'S****New Bedford and New York
DAILY EXPRESS.**Via New Bedford and New York
Steamship Line.Leaves New Bedford and
New York daily as per
advertised time of that
line.A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.OFFICES:—In New York, at 105 Wall
Street, No. 346 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 19 Commercial Wharf.
Order book can be found at Lawton's Drug
Store, corner of Purchase and Union streets**FOREIGN HOUSES.****BARBADOES WEST INDIES,
W. P. LEACOCK & CO.**

SUCCESSORS TO

NOBLE TOWNER.THE undersigned beg to give notice to owner
agents and masters of whaling vessels, that
they have succeeded in getting the tonnage dues
removed from whaling vessels visiting this port
or the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31 gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.The expenses attendant on shipment of oil at
this port are as follows:A Package duty of twenty-four cents per bar-
rel Harbor dues, \$8; Secretary's fee, \$3; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 2
hours.They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty Cents per barrel, (de-
liverable at New York or Boston) free of all other
charges except insurance, which will be effected
on the most favorable terms when required.Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any persons offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.On coming to anchor masters are also in-
formed that the middle part of Carlisle Bay,
from Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lazaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 5th
of the following month. All letters forwarded to
our care will be safely received, and delivered
as addressed. Masters of vessels calling on the
Harbor and not wishing to anchor will obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer
—and will not incur the expense of that officer's
fee.New Bedford papers always on file for inspec-
tion. W. P. LEACOCK & CO.
Nov 22 '64**RUSSELL, BAY OF ISLANDS, N. Z.,****FREDERICK A. BARKER,****COMMISSION MERCHANT, SHIP AND
CUSTOM HOUSE AGENT.**OFFERS every facility and dispatch to
ship masters visiting this port in pro-
curing supplies.Prompt attention paid to all orders, and
every description of articles required constan-
tly on hand.Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.Charges on goods addressed to our care
advanced, and added to Bill of Lading.Particular attention paid to chartering of
vessels, Insurance effected, &c., &c.
sep 10 '74**ISAAC McKIM COOKE,****SHIP CHANDLER,****Grocer & Provision Merchant,****NAVAL CONTRACTOR & C.**WHALEMEN'S STORES of all kinds
unshipped at LOWEST PRICES.**MAIN STREET, PANAMA,****U. S. COLUMBIA.**Letters for whalers, forwarded to me, will
be delivered as addressed.
sep 10 '67**ISAAC H. MARKS,****VALPARAISO, CHILI.**GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.All business entrusted to my care
will receive prompt and careful attention
References:—Charles F. Howland, Orisk
Smalley, New Bedford. 1y dec 8 '74**New Bedford and New York****STEAMSHIP COMPANY.****DAILY LINE.**Fare Cheaper than by any other
Route.**Steamer CITY OF NEW BEDFORD,****A. C. FISH, Commander.****Steamer CITY OF FITCHBURG,****C. H. SPRINGER, Commander**On and after MONDAY, Nov.
8th, the Steamers of this Line
will run daily, (Sundays ex-
cepted), between New Bedford
and New York, leaving New Bedford, from
Commercial wharf, at 8.30 P. M., and New
York, from Pier 39, East River (near foot of
Market street), at 3.30 P. M.The accommodations for passengers and
freight are first-class, in every respect, hav-
ing all the modern improvements possible
for steamers of this class.Passengers from New York make close
connections with steamers for Martha's
Vineyard, Woods Hole, Oak Bluffs, Fal-
mouth Heights, Edgartown, Nantucket,
and with the New Bedford Railroad for
points on those roads and connections.Staterooms may be secured at the Parker
House, or on board the steamers in New
Bedford, and on board the steamers in New
York; also on board the Vineyard steamers
fare \$3 each way.Freight forwarded to all points West and
South at the lowest rates.Positively no freight received after 3
o'clock.For further information apply at office of
BARKING & DAY, Agents, 46 South street,
New York, and at office of Company, 6 Com-
mercial wharf.

Jy 20 '76-77 FRANK H. FORBES, Agent.

MARTHA'S VINEYARD.**WOODS HOLE, FALMOUTH HEIGHTS
VINEYARD HAVEN, VINEYARD
HEIGHTS, OAK BLUFFS,
AND EDGARTOWN.****SPRING ARRANGEMENTS.**The steamer MARTHA'S
VINEYARD, Capt. Berle-
min C. Cromwell, or MON-
OHANSETT, Capt. Charles
C. Smith, will run between New Bedford
and Edgartown, on and after Monday, May
1st, leaving Edgartown daily at 7 A. M.,
making close connections with trains for
Boston, Providence, New York, &c., &c.
Returning, leave New Bedford at 1 P. M., be-
ing the hour of the arrival of the mid-day
trains from Boston, Providence, &c.All freight for these steamers must be de-
livered on the wharf 30 minutes before the
advertised time of leaving.Passengers for Falmouth Heights leave at
Woods Hole.

MAY 23, 1876.

BOSTON WEEKLY JOURNAL,
FOR THE CENTENNIAL YEAR,
1876.
ORGANIZE YOUR CLUBS.
"In order to keep well posted on news, politics and the affairs of a busy world, I find 'THE BOSTON WEEKLY JOURNAL' the most valuable paper in New England for family reading."

THE NEWS OF THE WEEK
Carefully Compiled Expressly for the Paper.

The year 1876 promises to be full of interest and incident in this country. It will not only be a year of great excitement on account of the Presidential election, but the Centennial Exhibition at Philadelphia cannot fail to impart to the Summer months an amount of incident without precedent in the annals of our country. The resources of Journalism for the purpose of affording to the public the most correct information of all that is passing for the benefit of the readers of THE BOSTON WEEKLY JOURNAL will be the duty of its publishers.

The political events of the year will be full of significance. While THE BOSTON WEEKLY JOURNAL is pronounced in its political sentiments, its editors deem it a duty they owe to all political organizations to give full and impartial reports of their meetings. The merit is accorded THE BOSTON WEEKLY JOURNAL of giving to its political opponents a measure of fairness, especially in the way of information relating to movements, nominations and speeches, rarely found in the so-called party news papers.

FAMILY READING. Varied and attractive to please the tastes of the intelligent classes.

THE MARKETS fully reported for the benefit of Farmers and Traders.

THE CENTENNIAL. The events of the Great Exhibition will be fully chronicled.

AGRICULTURAL ARTICLES of a Practical nature, under the head of "The Farm and The Fireside."

POLITICAL EDITORIALS and political news presented fully and fairly.

RELIGIOUS INTELLIGENCE, giving movements of ministers and news of interest to all denominations.

NEW ENGLAND ITEMS, being a record of interesting incidents carefully culled.

REPORTS OF ALL MEETINGS of interest relating to the cause of Literature, Education and Domestic and Social Economy.

TERMS.
One copy.....\$2.00
Five copies to one address..... 8.00
Ten copies to one address..... 17.00
And an extra copy to the getter-up of a club of ten.

POSTAGE INCLUDED IN THE ABOVE RATES.
Any one remitting us \$2 will receive the Boston Weekly Journal during 1876, postage included.

THE MONEY in all cases must accompany the order, and be addressed to

JOURNAL NEWSPAPER COMPANY, BOSTON.

BOSTON SEMI-WEEKLY JOURNAL FOR 1876.
PUBLISHED TUESDAYS AND FRIDAYS.
The current news carefully selected and arranged twice a week, presenting an attractive paper for subscribers who wish to be more fully informed regarding the leading incidents of the hour. Literature, Education, our Weekly, as it presents all the attractions of that paper, with the news, general reading and information given in a more copious form. It also contains the

MARINE NEWS which is of especial attraction to Mariners, Shippers and residents of sea-port towns.

TERMS.
One copy.....\$4.00
Five copies to one address..... 17.00
Ten copies to one address..... 34.00
And an extra copy to the getter-up of a Club of ten.

Postage Included in the Above Rates.
Any one remitting us \$4 will receive the Boston Semi-Weekly Journal during 1876 postage included.

THE BOSTON DAILY JOURNAL.
PUBLISHED MORNING AND EVENING.
THE CHEAPEST DAILY IN NEW ENGLAND.
One copy, one year, postage included, \$9.
" " " " " " " " 4.50
" " " " " " " " 4.50
Contains all the news at the earliest moment, carefully classified and arranged.
Its circulation is more than that of the combined ministers of any three papers of its class printed in New England. Its advertisements in THE JOURNAL go into both the Morning and Evening Journals at one price, thus securing practically the advantage of an insertion in two papers. Address

THE JOURNAL NEWSPAPER COMPANY, BOSTON.
H. B. MCKAY,
SHIPPING AND COMMISSION MERCHANT.
IMPORTER OF AMERICAN PRODUCE,
SANTA CRUZ, TENERIFFE,
CANARY ISLANDS.
SOLICITS consignments of vessels, also of cargoes for transhipment to the United States.
N.B. The attention of Merchants and Captains engaged in the whaling business is called to the privilege being favorable for re-fitting their ships and forwarding them to the United States, it being a good harbor at a free port, and freightage procurable at low rates. A vessel will be dispatched for New York in December or January of each year.
REFERENCE.—Messrs. J. A. Lister, 4 Fosterfield, 115 Wall Street, New York, to whom apply for further information
Jan 19/75 1y

HOBART TOWN-----Tasmania.
ROBERT R. REX,
Shi-Chandler and Whaling Agent.
Whalemen's Stores of all kinds furnished at lowest prices
Messrs for American Whalers forwarded to me, will be delivered as ordered.
1y oct20/75.

PANAMA---U. S. C.,
GEORGE F. WILSON. JOHN BRAKEMEIER
WILSON & BRAKEMEIER,
PURVEYORS TO THE AMERICAN AND ENGLISH NAVIES. SHIPING AND COMMISSION MERCHANTS.
ALL BUSINESS connected with WHALERS carefully attended.
Exchange bought and sold.
REFERENCES.
Messrs. J. H. Bartlett & Sons. }
Messrs. A. M. Snow, Jr. } N. Bedford
William Lewis }
oct2/75 1y

The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, MAY 23, 1876.

Imports
Of Sperm and Whale Oil and Whalebone
into the United States, for the week ending
May 22, 1876.

	Bis.	Bis.	Lbs.
	sp.	wh.	bone.
New London.	1,300		
Ship Roman.	525		
do. on freight.			
Total.	1,825		
Previously.	7,887	21,023	68,230
From Jan. 1 to date.	7,887	22,548	68,230
Same time last year.	10,331	22,172	133,199

Exports for the week ending
May 22, 1876.

	sp.	wh.	bone.
Previously.	1,180	8,237	52,502
From Jan. 1 to date.	5,784	8,237	52,502
Same time last year.	4,246	1,496	120,224

NEW BEDFORD OIL MARKET.
For the week ending May 22.

SPERM.—Has been in good demand, with
sales of 750 bbls. at \$1.35 for export; 200 do.
at \$1.37; and 250 do. on private terms for
manufacture.

WHALE.—Continues in fair request; 500
bbls. Northern sold at 50¢ to 60¢, and 250 do.
Humpback, on private terms for manu-
facture.

FOREIGN OIL MARKET.—The circular of
Messrs. Bown, Game & Co., dated London,
May 4th, says:—Crude Sperm keeps very
dull, and to sell lower prices would have to
be accepted.

Whalebone.—A small parcel of Arctic has
come in from Sydney, which will be offered
to public competition, and will no doubt
bring a high price.

IMPORTATIONS.

Per ship Roman, at New London, 15th
inst., from Desolation—500 bbls. elephant
oil from schooner Roswell King, to Haven,
Williams & Co., New London; 725 do. do.
from schooner Charles Colgate, to Lawrence
& Co., do.

LETTERS.

A letter from Capt. Robinson, of bark
President, 2d., of this port, reports her at St.
Helena, April 11th, with 400 bbls. sperm oil
all told. Had shipped 250 bbls. sperm by
brig William & Anthony, for New Bedford.
Would sail on a cruise and touch in the Fall
at St. Helena or Kaba, West Coast of Africa.
Reports that vessels on the Coast had not
done much.

A letter from Norfolk Island, dated March
9th, reports bark Hunter, Holt, New Bedford,
which left there 8 days previous, had
300 bbls. sperm oil, 5 months out.

A letter from Capt. Millard, of bark Lou-
isa, of this port, reports her at St. Helena,
April 9th, having taken 140 bbls. sperm and
60 do. whale oil the last cruise.

A letter from Capt. Borden, of bark Pacific,
of this port, reports her off Barbadoes,
April 23d, no report of oil. Reports heard
from about March 1st, barks Andrew Hicks,
Howland, Westport, 180 sperm this season;
Midias, Lapham, New Bedford, clean; March
14th, spoke bark Draco, Peaks, do. nothing
this season,—who reported barks Wave,
Driggs, do. do.; President, Davis, do. 30
sperm.

A letter from Capt. Allen, of bark Mars,
of this port, reports her at Talcahuano,
April 15th, with oil as last reported.

A letter from Capt. Lake, of bark Nauti-
lus, of this port, reports her at Talcahuano,
April 8th, with 300 bbls. sperm last cruise.

A letter from Capt. Dean, of bark John
Carver, of this port, reports her at Talca-
huano, April 7th, with 170 bbls. sperm and
50 do. whale oil.

A letter from Capt. Downs, of bark Pet-
rel, of this port, reports her off Dennis Is-
land, February 26th, having taken 50 bbls.
sperm oil since leaving Maine.

A letter received in this city, reports that
bark Falcon, Herendeen, of this port, had
taken an 80 bbl. whale, of which about half
was lost.

A letter from the first officer of bark Pacific,
Borden, of this port, reports her at
Barbadoes, April 23d, having taken 300 bbls.
sperm oil since leaving Fayal.

Bark Minnesota, 243 tons, formerly a
whaler from this port, has been purchased
by Messrs. J.H. Bartlett & Sons, of this city,
on private terms.

Messrs. Goss, Sawyer & Packard, of
Bath, Me., launched on the 18th inst., the
bark JOHN W. WINTER, built for a whaler
for John P. Knowles, 2d., and others of this
city. She is about 350 tons, and was coppered
on the ways.

Capt. William Hudson, for twenty
years draw tender of the New Bedford and
Fairhaven Bridge, died at his residence in
this city, on the 18th inst., after a long and
severe illness. He was well known and much
respected.

Persons intending to visit the Centen-
nial Exhibition are requested to read the
advertisement of the PEABODY HOUSE, in
another column. This Hotel is kept by a
gentleman of large experience and excel-
lent reputation.

SCRIBNER FOR JUNE.—In Scribner for
June Mrs. Rebecca Harding Davis's descrip-
tion of some "Old Landmarks in Philadel-
phia" is accompanied by over thirty illus-
trations; "How America was Named" is an-
other illustrated historical paper; Charles
Barnard describes a number of recent "Ex-
periments in Co-operation." The serials are
continued, and there is a story by G. P.
Lathrop, entitled "The Love of a Hundred
Years," "Pilgrims and Puritans," by T. W.
Edwards; "Two Poems of Collins," by E. S.
Nedall; and "Charlotte Cushman," by John
D. Stockton, complete the list of prose.
There are poetical contributions from Kate
Putnam Osgood, Elizabeth Stuart Phelps,
H. H., and several others. In the Editorial
Departments, Dr. Holland writes of "Ad-
vertising Shame," "The Literary Class" and
"A New Departure"; "The Old Cabinet" and
"The Academy Exhibition"; "Brio-a-Brac" has
among other attractions some clever dialect
by Irwin Russell entitled "Nebechadnezar."
Published by Scribner & Co., 743
Broadway New York.

At East Taunton, herrings are three
cents a dozen.

The slave trade in Zanzibar is to be
abolished.

A LEMON JUICE CASE.—In the United
States Circuit Court in Boston on the 17th
inst., before Judge Clifford, came up the
case of the United States vs. Nathan T.
Woodman. Defendant is master of the bark
Minnie T. Hunter, and was indicted for
violation of the United States statute
which requires all American vessels of
more than seventy-five tons burthen, bound
on voyages to or from foreign ports, or on
coastwise voyages, or from Pacific ports,
shall, among other requirements, serve out
to the crew, at stated periods, lemon juice
or lime juice and sugar. The compound is
a preventive of scurvy. There were two
counts in the indictment, one alleging failure
to having the lemon juice on board, and
the other omission to serve out the same.
The District Attorney entered a
nolle prosequi as to the first and defendant
pleaded guilty to the second count. Def-
endant's counsel stated in mitigation that
the crew had vinegar and sugar served to
them, and that they preferred the other
compound; that no disease or suffering
ensued, and that the crew was in excellent
health during the voyage, which was to
Europe and the West Indies, thence to
Boston; also that there was reason to be-
lieve that the prosecution was instigated
by one or more of the crew in retaliation
for some other real or fancied grievance,
there having been no complaint on ship-
board in this particular. His Honor said
he should impose a lenient sentence in the
present case, though a repetition of the of-
fense would call for a severe penalty. He
desired it to be understood by ship-owners,
that the penalty now imposed would not
be regarded a precedent. Owners must
take care that the law is complied with.
It is one that is in furtherance of human-
ity, and one that the court will enforce
strictly. He accordingly imposed a fine of
\$50.

In speaking of Piper's statement
that whiskey and opium incited him to
crime, the Hingham Journal mentions the
case of a young man of that town for whom
a physician had prescribed a preparation,
but after taking it once or twice he told
his mother that he didn't like that medi-
cine, for every time he took it he felt as
though he wanted to kill somebody. The
medicine was changed, but if it had re-
sulted in his murdering some one, the
origin would have been attributed to any-
thing else rather than the real cause.

The Harbor dredging in Fall River
which has been in progress some six
months will be suspended next week,
the appropriation of \$13,000 for the work
having been used up. The Herald says:—
From the dock of the Fall River Coal Com-
pany Southerly to Slade's Wharf, extend-
ing out a distance of 90 feet or more, the
water has been made a depth of 12 feet at
low tide, an average of three feet of dirt
having been scooped up over the entire
surface. The work, however, is far from
being completed, as a stretch of 50 feet in-
tervenes between the water and the Govern-
ment buoy, the deep-water mark. The
large boulder near Bennett's dock, which
has been the cause of considerable difficul-
ty, was taken up by the mammoth iron
grab attached to the dredge. The rock
proved to be over 30 tons in weight. Two
dredges have been at work. From here
they will proceed to Wareham, Mass.,
where the contractors have also on hand
the job of deepening the harbor.

The investigation into Mr. Blaine's
connection with the Union Pacific bonds
has terminated as his friends believed it
would, in his entire and complete vindica-
tion. Colonel Scott has explained the
whole transaction, and the mysterious af-
fair has been made to inure to Mr. Blaine's
glory, instead of shame, as his slanderers
had desired.

Yes, the charges relating to \$64,000 Pacific
Railroad Bonds has been satisfactorily
explained, and so far Mr. Blaine is pro-
nounced "all right." But now comes an-
other and more serious charge against him,
that of receiving a large amount of Bonds
in consideration of certain appointments
made by him to a Congressional Committee.
Well may Mr. Blaine say to his accusers,
in the language of the Apostle Paul to
Agrippa, "I would that not only thou,
but also all that hear me this day, were
both almost and altogether such as I am,
except these Bonds."

St. Nicholas FOR JUNE brings a full bud-
get of attractions to the many thousand boys
and girls who watch so eagerly for each
month's issue. It begins with an interest-
ing account of the life and achievements of
Jeanne d'Arc; and then comes the second
installment of Mr. Aldrich's fascinating
story, with thirty-three of Mr. Hopkins's in-
imitable silhouette pictures; a charming
"talk" on "The Expression of Boons," a
funny picture, and a story quite as funny,
followed each other in quick succession; and
next an article "A Frog and His Neighbors,"
"The Old Saw Mill" is a fresh and natural
story, and "The Coming Army of Voters"
an encouraging picture; "The Boy Emi-
grant" is as interesting as any previous
ones; as for poetry, the pages fairly ring
with it. There is "See, Saw, Marjorie Daw";
"The Four Little Imps"; "A June Morning
Lesson," and some verses entitled "Mabel's
Maid." The departments have their usual
lively appearance, and a "Young Contribu-
tor" furnishes an amusing Centennial Pic-
ture. Published by Scribner & Co., 743
Broadway, New York.

The London Board of Trade on the
17th inst., closed their inquiry respecting
the loss of the emigrant ship Strathmore.
The Court expressed its sense of the gen-
erous assistance given to the survivors of
the disaster by our townsman, Capt. David
L. Gifford, of the American whaler ship
Young Phenix, of this port; and the owners
of the Strathmore have announced their
readiness to make him a handsome remun-
eration.

There are now about 200,000 tons of
ice unsold on the Kennebec, the price var-
ying from \$1.75 to \$2 a ton.

TREASURY DECISION.—The Secretary
of the Treasury in a letter to representa-
tive Crapo, of this District, under date of
24th ult., makes the following decision re-
lating to copper and spelter for shipbuild-
ing:

Mr. William Mathews, treasurer of the
New Bedford Copper Company, complains
of a decision authorizing the withdrawal
of duty of foreign metal from bonded
warehouse to be used in repairing an
American vessel trading between New
York and San Francisco, and inquires
why, if the Department "considers San
Francisco a foreign port," he cannot im-
port foreign copper and spelter there free
of duty. The Secretary in reply says:
"In reply I beg leave to state that section
224 of the Revised Statutes provides for
the withdrawal from bonded warehouse,
free of duty, of all articles of foreign pro-
duction needed for the repair of American
vessels engaged in the foreign trade, and
that the Circuit Court of the United States
at Portland, Me., has decided that, for the
purposes of the statute, vessels trading be-
tween an Atlantic and a Pacific port are
in the foreign trade. In view of this en-
actment, and of its interpretation as afore-
said by a court of the United States, the
benefit of the act is allowed by this de-
partment to the class of vessels referred to
by Mr. Mathews. Importations at San
Francisco must be made subject to the
laws governing importations at other
ports."

Crop prospects in almost every sec-
tion, says the New York Daily Bulletin,
appears to be looking as favorably as could
possibly be wished, though we notice
throughout the Southwest there is more or
less complaint of a lack of rain. Corn and
cotton are both suffering from this cause,
particularly in Texas. In some portions of
that State we also observe the inevitable
chinch bug has made its appearance. The
farmers, however, are in the habit of mak-
ing altogether too much of this mischiev-
ous little insect, and the public have learn-
ed by this time not to estimate too highly
its anticipatory powers of destruction.
From the Northwest we have no informa-
tion that is not favorable, if we except
some reports from Northern Illinois and
Iowa, where it is said, but little small
grain is in sight as yet. In the Middle
States the prevalence of unseasonably cold
weather is a drawback; so far, however,
it has not been attended with any very se-
rious results.

An important decision for the fac-
tory operatives of Massachusetts has just
been rendered by the Supreme Court of
this State, upholding the constitutionality
of the ten hour law which was passed by
the Legislature two years ago. The law
has been disregarded ever since its passage
by the manufacturing corporations, which
found it adverse to their interests. The
case now finally settled, and involving
the whole question at issue, was that of
a young woman employed in a Lowell fac-
tory which kept its hands at work sixty-
four hours in the week. The Common-
wealth brought suit in her behalf in a
police court, and the result of the trial went
against the defence, which then carried the
question to the Supreme Court; and there,
before a full bench, the constitutionality
of the law has been affirmed. The deci-
sion has given great joy to the operatives
in the factories of this State.

Republican Conventions were held in
the 1st, 5th and 8th Congressional Districts
on the 16th inst. William T. Davis of Ply-
mouth, and Robert T. Davis of Fall River,
have been chosen delegates to the Cincin-
nati Convention from the First District. In
the Fifth District James M. Shute and J.
F. Dwinell were chosen, and in the Eighth
District Rev. James Freeman Clarke and
James Russell Lowell were elected.

At the Reform Convention in New
York on the 16th inst., an address to the
people was adopted, and speeches were
made by Charles Francis Adams, Jr., ex-
President Hopkins of Williams, Professor
Sumner of Yale, Parke Goodwin and others.
His address declared that Bristow
was his first choice for President, and Til-
den second choice.

A lady of Hampton, N. H., many
years ago deposited through a friend \$100
in the Savings Institution of a neighboring
city. The deposit has increased to an
amount that rendered it necessary to have
something done with it, amounting to
nearly \$2,000. When informed of the fact
she was said to have been completely as-
tonished, for she had long ago forgotten
that she had a dollar on deposit in that in-
stitution.

The administrator of the estates of an
aged couple who recently died in Rocking-
ham county, found among their assets sev-
eral bank books which were issued more
than forty years ago. One small deposit,
made while the lady worked in the mill at
Lowell, had grown to \$3,000, and another,
made by her husband while he was at
work for \$8 per month, had amounted to
more than \$2,000.

The liabilities of the Berkshire Wool-
len Company of Great Barrington are \$425,-
000, although the Company's capital stock
is only \$100,000. Three hundred hands
are thrown out of employment. The fail-
ure is caused by the decline in cloths and
the loss of \$85,000 by the failure of Hoyt,
Sprague & Co. This is the only mill of
importance in Great Barrington village,
and the suspension will be a staggering
blow to the prosperity of the town. Twelve
of the largest woolen mills in Berkshire
county are now suspended.

The report that a dollar bill would be
received in payment for two admissions to
the International Exhibition proves unfor-
tunately untrue. Such an announcement
had been made, but a conference com-
mittee composed of members of the Board
of Finance and the Commission had decided
to maintain the rule, so each visitor who
pays must furnish exact change.

A female operative in the Androscogin
mills, Me., has recovered \$1,000 for inju-
ries from the machinery.

THE NORTHEAST SEAL FISHERY.—Late
reports from St. John, N. B., state that
the seal fishery off that coast gives prom-
ise of being very fair, and if second trips
are favorable, it is probable that the ag-
gregate of those taken here and those
brought in vessels will be fully up to the
average, if not in excess of it. The returns
of vessels thus far arrived show that the
quality of the product taken is fully 20 per
cent. better than the average of former
years, which will also increase the propor-
tion of oil to the number of seals. Up to
the middle of April there had been 180,000
seals landed. One favorable circumstance
of this season's catch, says a correspon-
dent, is that no seals have been taken too
young, nearly all being in prime condition,
the weather having been propitious to their
growth.

AN UNREPENTANT CLERGYMAN.—A
Charlotte, N. C. dispatch states that the
memorial address in Elmwood Cemetery,
by S. Taylor Martin, D. D., contained the
following enunciations:
"The South is to-day ruled over by the
miserable thrall of Yankeeism, but they
cannot muzzle our chivalry and patriotic
devotion to the lost cause. We fought for
our rights, but in God's disposition we are
now vanquished but not cowed. Slavery
was a divine institution and we must have
that institution or the South will ever be
bankrupt. They speak of our cause as the
'lost cause.' If so, shall it be lost fore-
ver? No! a new question has sprung up,
and at a not far distant day there will be
the 'Stars and Bars' floating proudly over
our sunny South."

HOTEL PRICES AT PHILADELPHIA.—It
would be well for parties visiting Philadel-
phia to agree for the price of their rooms
and fare at the hotel at which they may
stop before taking possession. To do so
would prevent such an unpleasant result
as befell a party whose experience is told
in the New York Evening Post, as follows:
"A party of my friends went to see it,
and, finding no vacant rooms at the Con-
tinental Hotel, they made application at
what they suppose to be the 'next best.'
The gentleman and his wife took one good
sized room; their married daughter took
a similar room, and the unmarried daughter
took a smaller room. When the bill came
in the prices were, respectively, for the
gentleman and wife, twenty-five dollars a
day; for the married lady, sixteen dollars
a day; and for the young lady, fifteen dol-
lars a day—in all, for the party of four
persons, fifty-six dollars a day. Who
wouldn't keep a hotel?"

It is reported that a Montreal Bank
which has advanced several millions of
dollars to New York merchants, carrying
large stocks in coffee, is likely to lose large-
ly owing to the dullness of the trade. Sev-
eral heavy failures of dealers in coffee,
spices, &c., in New York are announced.
—Petroleum has risen to the position of
our third staple for export, following
cotton and flour in importance. The Titus-
ville Herald reports the number of
producing wells at 3,625—more than were
ever before operated at any one time. The
shipments now average \$2,000 barrels a
day.

At the Charlestown Navy Yard nearly
every employee of the equipment depart-
ment has been discharged. Out of 212
men employed each week only 18 are left.

Another seal-ying has left Chicago
for Chicago's good. City Collector George
Von Holleren has fled to Canada, after rob-
bing the City Treasury to the tune of \$100,-
000.

A \$500 walking match terminated in
London last week; fourteen English pes-
tricians entered the lists, and one Miles
won the match, walking 100 miles in 18
hours and 51 minutes.

Ross Winans of Baltimore, Md., is
building a large edifice on Castle Hill,
Newport, in which will be placed a steam
organ that can be heard a distance of sev-
eral miles.

The Boston and Albany road is re-
placing candles in its passenger cars with
lamps. The mineral sperm oil, such as is
used in lamps, would extinguish a fire of
shavings soaked in petroleum, and lamps
with two burners cost no more for fuel
than as many candles, while they furnish
several times as much light.

Being asked how he liked the perform-
ance of a certain dramatic club, an auditor
replied that he should "hardly call it a
club, but rather a collection of sticks."

The widow of the late Governor George
N. Briggs, died at Pittsfield, Mass., on the
11th inst., at the age of 82. She was Miss
Harriet Hall, only daughter of Mr. Ezra
Lanesborough, and was married in 1818,
just before young Mr. Briggs was admit-
ted to the bar, and went with him to South
Adams, where he began to practice.

The United States House of Repre-
sentatives on the 15th inst., passed the
Senate bill, in concurrence, to allow Mrs.
Minnie Sherman Fitch to receive free of
duties a wedding present from the Khe-
dive of Egypt.

The primary attached to the Manches-
ter, N. H., mills shut down for an indefi-
nite period on the 13th inst., in conse-
quence of the low price at which calicoes
are selling. This throws about 500 hands
out of employment.

Mr. Cooke, a colored clergyman, of
Virginia, has recovered a verdict of \$500
against Mr. Davis, proprietor of the Bing-
ham House in Philadelphia, who refused
accommodation on account of his color.

It is proposed in the coming celebra-
tion of the glorious Fourth of July at Taun-
ton, to have all the school children, some-
thing more than three thousand, join in
the grand procession. Carriages, it is
said, will be provided for the girls and
smaller children.

The Castine Packing Company packed
during last year 150,000 cans of lobsters,
23,000 of clams and 60,000 of blueberries.
This makes a total of nearly a quarter of
a million cans. The company has enlarged
its facilities this Spring so that 50 per cent.
more business can be done this year than
last.

Some interesting facts concerning
the cause of the failure of the Bank of
California have been made public recently
by the libel suit of the San Francisco Bul-
letin, against the Alta California. Mr. D.
O. Mills, who was a Director of the Bank
for a long time, and is now its President,
testified positively and with much detail
that the operations of Mr. Ralston caused
the failure of the Bank. Mr. Ralston's in-
debtedness to the Bank, he said, was over
four million dollars, and of this amount
from two to two and a half millions were
over-drafts on the "refinery account."
Mr. Ralston had also issued \$580,000 in
certificates of deposit for which there was
no warrant in the amount paid in to the
Bank. Discounts to various associations,
covered by a trust deed of \$950,000, of
which Mr. Ralston's father-in-law was
trustee, also helped to increase his in-
debtedness to the Bank. Mr. Mills testified
that all the over issue of bank stock had
been called in and destroyed. No conspi-
racy had been formed to break the Bank,
so far as he knew. A present Director of
the Bank testified that Mr. Ralston with-
drew four and a half million dollars from
the Bank for his own private purposes. A
stockholder in the Bank testified that he
borrowed several million dollars of Mr.
Ralston on account of the Spring Valley
Water Works, of which he, Ralston, was
the principal owner. It was charged that
Mr. Ralston took a leading part in city
politics to secure the election of a city gov-
ernment pledged to the purchase of these
works. The works were actually sold to
the city at a high profit.

CREW LIST OF VESSELS SAILED.

Schooner Admiral Blake, (of Marlon.)
Capt. William C. Hathaway, sailed from
this port May 16th, 1876, for the Atlantic
Ocean. The following persons compose
her crew:

Charles W. Blankinship, of Marlon,
first mate; Sidney F. Patten, of New York,
second mate; Seth Blankinship, of Marlon,
boatswain; T. H. Briggs, do., shipkeeper;
Richard Lester, New Bedford, steward;
John Lindsey, Marlon, cook; Charles W.
Blankinship, Jr., do., Edwin W. Blankin-
ship, do., William A. Gifford, Berkeley,
John F. Gifford, Acushnet, David A. Rogers,
Dartmouth, Jerry Newberry, Taunton,
Joseph Westgate, Wareham, Charles H.
Chubbuck, do., George Chubbuck, do.,
Herbert A. Bumpus, do., and Lewis K.
Besse, do., seamen.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having dis-
covered that Disinfectants owe their poison-
dispelling power to a Gas known as Ozone,
has invented a process whereby the ozone
from Chloride of Lime, Carbolic Acid, etc.,
is collected and reduced to a liquid, and
may be incorporated with all medicines.
This liquid he calls Catarrh Vapor or Liquid
Ozone. It not only disinfects foul cellars,
houses, sewers, etc., but when inhaled or
taken, rapidly destroys all forms of poisons
that cause diseases, as Diphtheria, Small-
pox, Catarrh, Consumption, Dyspepsia, Neu-
ralgia, Fevers, etc.

His Liver Renovator Pills purge the sys-
tem and destroys all poisons in the blood.
His Anti-Periodic Pills remove malaria,
and are a positive cure for Neuralgia and
all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous
Diseases.

His Blood, Stomach and Liver Tonic builds
up the blood and disinfects the body.

The professor has prepared remedies for
the instant cure of every disease, and is
Dean of the Philadelphia University of Med-
icine and Surgery, which is open throug-
out the year for the instruction of ladies and
gentlemen in the new system of practice.
Depot and office, 232 N. 9th street, Philadel-
phia, Pa.; Branch office, at the College, 1347
Ridge Avenue, under the charge of Dr. C.
W. Paine. Short Hand Practice sent free on
receipt of letter stamp.

ap123-76 6m

MARRIED.

In this city, March 11th, Mr. Joseph Ham-
bly, of Tiverton, R. I., to Mary A. Peckham,
of this city; 18th inst., Mr. Albert H. Man-
chester to Miss Susie J. Buckley; Mr. Alex-
ander C. Jones to Miss Adelaide I. Olney, all
of this city.

In Boston Highlands, 16th inst., Mr. Nath-
an H. Allen, of this city, to Miss Lillie Macy,
formerly of this city.

DIED.

In this city, 15th inst., Betsey, widow of
the late Abner Davis, 97 years and 6 months;
Charles W. Grapp, 63; 16th, Eliza J. son of
the late Capt. Elijah and Azubah Nickerson,
of Harwich, 22 years and 9 months; 17th,
Hannah B., widow of the late Calvin B.
Brooks, 82; 17th, Pamela W., widow of the
late Charles Russell, formerly of this city,
75; 18th, Capt. William Hudson, in his 71st
year; 20th, Lucy A., daughter of David and
Mary J. Tripp, 2 years and 10 months; 21st,
Sarah S., wife of Charles W. Hurl, 40.

In North Dartmouth, 15th inst., John Ever-
ett, son of John E. and Sarah A. Peck, 1
year and 18 days; 17th, Joseph M. Tucker,
40.

In Westport, 13th inst., Charles W. Mosher,
51.

In Hartford, Conn., 18th inst., Betsey A.,
wife of William H. Clapp, formerly of this
city, 87 years and 8 months.

In Nantucket, 19th inst., James H. Austin,
26 years, 1 month and 17 days.

PEABODY HOUSE,

CORNER OF LOCUST AND NINTH STS.,
PHILADELPHIA, PA.

Convenient to all places of
amusement and car lines in the
city. No changes to and from the
Centennial grounds,
Col. Watson, proprietor of the
HENRY HOUSE, Cincinnati, for the past
twenty years, and present proprietor, has
leased the house for a term of years, and
has newly furnished and fitted it through-
out. He will keep a strictly first-class
house, and has accommodations for 300
guests. Terms only \$2 per day.

No bar has ever been kept in the HENRY
HOUSE, nor will any be kept at the PEA-
BODY.

WANTED. We will give energetic men
and women

Business that will Pay

from \$4 to \$8 per day, can be pursued in
your own neighborhood, and is strictly
honorable. Particulars free, or samples
worth several dollars that will enable you
to go to work at once, will be sent on re-
ceipt of fifty cents. Address
J. LATHAM & CO.,
419 Washington St., Boston, Mass.
P. O. Box 2,164. my23-3m

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order in Garments as
ordered by customers.



READY MADE CLOTHING
Men's White and Fancy Shirts, Underclothes and Drawers
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING,
WILLIAM R. WING, HIRAM W. WENTWORTH.



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store
SIMEON DOANE & SON
Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—
FURNISHING GOODS.

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.

The business heretofore will be conducted under the style of DOANE & CO.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.,

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
Custom and Ready Made
CLOTHING
GENTS' FURNISHING GOODS
Fine and Fancy Shirts, Drawers,
Shirts and Drawers, Hats,
and Caps, &c., &c.



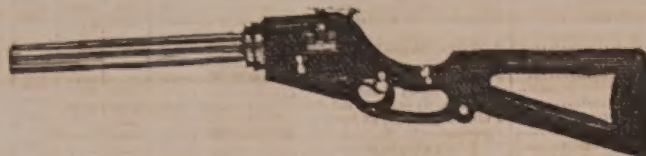
"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,

A cordial invitation is extended to my SEA-FARING FRIENDS to call and exam-
ine before purchasing elsewhere.

WHALEMEN ATTENTION!

Bomb Guns and Lances.

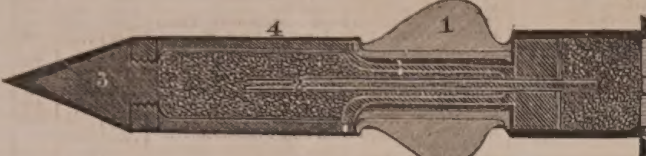


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH- LOADING BOMB GUNS,

— ALSO —

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,
CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,
NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle-
men's, Furnishings of every description, also a complete assortment of Cloths, Cassimeres,
and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect.
Garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN. FREDERICK E. BRIGHTMAN.

MOSES C. SWIFT,



NO. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING, GENT'S FURNISHING GOODS,
Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of
CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,
which we are prepared to make into garments in the best style for!

MEN'S AND BOYS' WEAR

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

NEW BEDFORD RAILROAD.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 6th, 1875,
trains will run as follows:

LEAVE NEW BEDFORD, FOR
Boston, via Boston and Providence Railway
at 7.30, 10.45 A. M., and 3.40 P. M. Return
8.00, 11.10 A. M., and 4.35 P. M.
Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.
Providence, at 7.30, 10.25 A. M., 3.40, and 5.20
P. M. Return, 8.00, 10.50 A. M., 4.40, and 7.
40 P. M.
Taunton, at 7.30, 8.00, 10.25 A. M., 3.40,
and 5.20 P. M. Return, 8.00, 10.50 A. M., 4.40,
and 7.40 P. M.
Myricks, at 7.30, 8.00, 10.25 A. M., 3.40 and
5.20 P. M. Return, 8.45, 9.20, A. M., 12.25, 4.40
and 9.55 P. M.
Howland's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.25 A. M., and 6.05 P. M.
East Freetown, at 7.00 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.10 P. M.
Braly's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.35 A. M., and 6.15 P. M.
Acushnet, at 7.30, 10.25 A. M., and 3.40 P. M.
Return, 9.45 A. M., and 6.25 P. M.
Wareham via Mansfield and South Fra-
mingham, at 3.40 P. M.
Lowell, at 3.40 P. M.
Fall River, at 7.30, 10.25 A. M., 3.40 and 5.20
P. M. Return, 11.15 A. M., and 3.35 P. M.
Newport, at 8.00 A. M., and 3.40 P. M. Re-
turn at 2.55 P. M.
New York, via Fall River and Stonington,
at 5.20 P. M. Return, at 5.00 P. M.
New York via Shore Line, at 7.30, 10.25 A. M.,
and 5.20 P. M. Sundays 8.45 P. M. Re-
turn, 8.00 A. M., 1.00 and 10.00 P. M. Sun-
days, 10.00 P. M.

LEAVE TAUNTON, FOR
Boston, at 6.25, 8.06, 11.10 A. M., and 4.30 P.
M. Return, 7.30, and 11.10 A. M., 2.00, 4.
and 5.30 P. M.
Providence, at 5.25, 6.10, 11.10 A. M., and
1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
10.50 A. M., 2.00, 4.06, 20, and 7.40 P. M.
Passengers for Taunton and New Bedford
from way stations between Boston and
Mansfield, will take the trains which leave
Boston at 7.30, 10.30 A. M., and 4.00 P. M. to
Mansfield.
Passengers for way stations between
Mansfield and Boston, in the morning will
take the A. M. train from New Bedford,
and the 6.32 A. M. train from Taunton.
*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR
Boston, Middleborough, Bridgewater at
7.29, A. M., and 2.40 P. M.
Mattapoisett, at 7.29 A. M., 2.40 and 4.40 P. M.
Marion, at 7.29 A. M., 2.40 and 4.40 P. M.
Tremont, at 7.29 A. M., and 2.40 and 4.40 P. M.
Cape Cod, at 7.29 A. M., and 4.40 P. M.
Nantucket, at 7.29 A. M., and 2.40 P. M.
Plymouth, at 7.29 A. M., and 2.40 P. M.
LEAVE BOSTON, via Old Colony Railway
at 8 A. M., and 4.00 P. M.
LEAVE SANDWICH at 7.38 A. M., 2.58 P. M.
LEAVE HYANNIS, at 6.45, A. M., 2.05
P. M.
LEAVE TREMONT, at 10.10 A. M., 3.55 and
5.40 P. M.
LEAVE MARION, at 10.22 A. M., 4.10 and 5.59
P. M.
LEAVE MATTAPoisETT, at 10.34 A. M., 4.25
and 6.11 P. M.
Passengers for Way Stations on Old Col-
ony Railway will take the 8.35 P. M. train
from Boston.
sept 3, 1875. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a
copartnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union street, daily, (Sundays excepted)
for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the Uni-
ted States and Canada.
Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.
This Express connects with the steamer Man-
hasset for Wood's Hole, (Palmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).
H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk Street, opposite the Old
South Church.
Providence, 34 Dorrance street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.
New Bedford, May 20, 1876.

DAVENPORT, MASON & CO.'S NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.
CALIFORNIA TICKETS, by steamers leaving
New York on the 6th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & CO
New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York DAILY EXPRESS.

Via New Bedford and New York
Steamship Line.

Leaves New Bedford and
New York, as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.
OFFICES:—In New York, at 105 Wall
Street; No. 346 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 19 Commercial Wharf.
Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

The undersigned beg to give notice to own-
ers and masters of whaling vessels, that
they have succeeded in getting the tonnage due
removed from whaling vessels visiting this port
or the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31 gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:

A Package duty of twenty-four cents per bar-
rel. Harbor dues, \$3; Secretary's fee, \$3; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 2
hours.

They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty Cents per barrel, (de-
livered at New York or Boston free of all other
charges except insurance, which will be effected
on the most favorable terms when required.
Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any persons offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Carlie's Bay,
from Notherly to Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lazaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 5th
of the following month. All letters forwarded
to our care will be safely received, and delivered
as addressed. Masters of vessels calling off the
Harbor and wishing to anchor may obtain
their letters by coming on shore to the lower part
having been first boarded by the Health Officer.
—and will only incur the expense of that officer
fee—\$1.

New Bedford papers always on file for inspec-
tion. W. P. LEACOCK & CO.
nov 22/64

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER, COMMISSION MERCHANT, SHIP AND CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to
ship masters visiting this port in pro-
curing supplies.
Prompt attention paid to all orders, and
every description of articles received con-
stantly on hand.
Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.
Charges on goods addressed to our care
advanced, and added to Bill of Lading.
Particular attention paid to chartering of
vessels, insurance effected, &c., &c.
jes 30/74

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds
unished at LOWEST PRICES.

MAIN STREET, PANAMA,
U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.
sep 10/67

ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION OF ALL BUSINESS CONNECTED WITH WHALEMEN'S COAST OF CHILI.

All business entrusted to my care
will receive prompt and careful attention.
References:—Charles F. Howland, or
Smallley, New Bedford. ly dec 8/74

New Bedford and New York STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other
Route.

Steamer CITY OF NEW BEDFORD,

A. C. FISH, Commander.

Steamer CITY OF FITCHBURG.

C. H. SPRINGER, Commander

On and after MONDAY, Nov.
8th, the Steamer City of Fitchburg
will run daily, (Sundays ex-
cepted), between New Bedford
and New York, leaving New Bedford, from
Commercial wharf, at 8.30 P. M., and New
York, from Pier 39, East River (near foot
of Market street), at 4.30 P. M.

The accommodations for passengers and
freight are first-class, in every respect, hav-
ing all the modern improvements possible
for steamers of this class.

Passengers from New York make close
connections with steamers for Bluff's,
Vineyard, Woods Hole, Oak Bluffs,
Falmouth Heights, Edgartown, Nantucket,
and with the New Bedford Railroad for
points on those roads and connections.
Staterooms may be secured at the Parker
House, or on board the steamers in New
Bedford, and on board the steamers in New
York; also on board the Vineyard steamers.
Fare \$3 each way.

Freight forwarded to all points West and
South at the lowest rates.

Positively no freight received after 3
o'clock.

For further information apply at office of
BARKING & DAVIS, Agents, 46 South street,
New York; and at office of Company, 6 Com-
mercial wharf.

Jy 20/75-76 FRANK H. FORBES, Agent.

MARTHA'S VINEYARD.

WOODS HOLE, PALMOUTH HEIGHTS
VINEYARD HAVEN, VINEYARD
HIGHLANDS, OAK BLUFFS,
AND EDGARTOWN.

SPRING ARRANGEMENTS.

The steamer MARTHA'S
VINEYARD, Capt. Ben-
jamin C. Cromwell, or MON-
ROE, or on board the STEER,
Capt. Charles
C. Smith, will run between New Bedford
and Edgartown, on and after Monday, May
1st, leaving Edgartown daily at 7 A. M.,
making close connections with trains for
Boston, Providence, New York, &c. Re-
turning, leave New Bedford at 1 P. M., be-
ing the hour of the arrival of the mid-day
trains from Boston, Providence, &c.

All freight for these steamers must be de-
livered on the wharf 30 minutes before the
advertised time of leaving.

Passengers for Falmouth Heights leave at
Woods Hole.

Applications for towing vessels or any
other information, may be made to the
captains on board, or to

ANDREW G. PIERCE, Agent.

Over Merchants' National Bank.

apl 29/76

MAY 30 1876.

VESSELS' NAME.	PA	MASTERS.	AGENT NAME	DATE OF SAILING	WHERE BOUND.
NEW BEDFORD.					
A B Tucker, bark.	129	Baker.	Joseph & William R Wing.	November, 26, 74	Atlantic Ocean.
Abm Brader, bark.	489	Fischer.	Joseph & William R Wing.	October, 26, 73	Pacific Ocean.
Abbie Brader, bark.	115	Fisher.	Jonathan Bourne, Jr.	May, 4, 75	Atlantic Ocean.
Abbot, L. Lawrence, bg	169	Russell.	William Lewis.	April, 20, 75	Atlantic Ocean.
Adams, Barnes, bark.	206	Hickmott.	Ivory H Bartlett & Sons.	March, 27, 75	North Pacific Ocean.
Adeline Gibbs, bark.	327	Snell.	Jonathan Bourne, Jr.	August, 9, 75	Atlantic Ocean.
A Houghton, bark.	347	Snider.	John T Richardson.	May, 23, 76	Hudson Bay.
Alaska, bark.	340		Jonathan Bourne, Jr.	In port.	
Albion, bark.	201	Brown.	Loua Snow, Jr.	In port.	
Atlantic, bark.	230	Bourne.	Joseph & William R Wing.	June, 25, 72	Pacific Ocean.
Avola, bark.	230		John P Knowles, 2d.	July, 16, 74	Indian Ocean.
Bart Gould, bark.					
Bart Gould, bark.	365	Robinson.	Charles R Tucker & Co.	May, 23, 76	Atlantic Ocean.
Bonnie, bark.	262		Gifford & Cummings.	In port.	
Bonnie, bark.	209	Craw.	Taber, Gordon & Co.	November, 30, 75	Indian Ocean.
Camilla, bark.	328	Ludlow.	Swift & Perry.	August, 6, 75	North Pacific Ocean.
California, bark.	239	Sherman.	Charles R Tucker & Co.	December, 8, 74	Indian Ocean.
Canton, bark.	292	Anthony.	John T Richardson.	April, 29, 76	Atlantic Ocean.
Charles W Morgan, bk	314	Timkham.	Joseph & William R Wing.	April, 23, 76	Atlantic Ocean.
Cicero, bark.	226		John P. Knowles, 2d.	In port.	
Cleone, bark.	338	Winslow.	Swift & Perry.	July, 20, 75	Atlantic Ocean.
Com. Morse, bark.	333	Homan.	Swift & Perry.	August, 4, 74	North Pacific Ocean.
Coral, bark.	361	Marvin.	Taber, Gordon & Co.	December, 4, 73	Pacific Ocean.
Daniel Webster.					
Desdemona, bark.	226		William O Brownell.	In port.	
Dorothy, bark.	258	Peaks.	George & Matthew Howland.	In port.	
E Corning, bark.	225		Swift & Perry.	July, 1, 75	Atlantic Ocean.
Eliza, bark.	296	Hamond.	Jonathan Bourne, Jr.	May, 28, 74	Pacific Ocean.
Eliza Adams.	307	Timmer.	Charles R Tucker & Co.	June, 19, 75	Pacific Ocean.
Emma C, bark.	197	Brownell.	William Lewis.	October, 1, 74	Atlantic Ocean.
E. Troop, bark.	323		Swift & Perry.	In port.	
Falcon, bark.	285	Herendeen.	Thomas Knowles & Co.	October, 26, 75	Pacific Ocean.
Gazelle, bark.	315	Robbins.	John T Richardson.	July, 7, 75	Indian Ocean.
Gemara, bark.	105	Cannon.	Jonathan Bourne, Jr.	May, 4, 75	Atlantic Ocean.
George & Susan, bark.	343	Heyer.	George & Matthew Howland.	September, 17, 74	Atlantic Ocean.
Golden City, schr.	89	Clay.	Henry Clay.	December, 9, 75	Indian Ocean.
Greyhound, bark.	163	Allen.	Abbott P Smith.	November, 30, 75	Indian Ocean.
Hadley, bark.					
Helen mar, bark.	324		Swift & Perry.	In port.	
Hercules, bark.	311	Shuman.	Jonathan Bourne, Jr.	November, 24, 75	Atlantic Ocean.
Hope Au, bark.	355	Holt.	Jonathan Bourne, Jr.	September, 20, 75	Pacific Ocean.
Hunt, bark.	409	Fraser.	Ivory H Bartlett & Sons.	January, 9, 75	North Pacific Ocean.
James Allen, bark.					
James Allen, bark.	349	Keenan.	Gideon Allen & Son.	January, 3, 73	North Pacific Ocean.
John, bark.	346	Wilson.	Taber, Gordon & Co.	June, 3, 74	Pacific Ocean.
Jana, bark.	154	Garland.	William Lewis.	April, 14, 75	Atlantic Ocean.
Java, bark.	276	Gifford.	Swift & Perry.	July, 20, 75	Atlantic Ocean.
Jaya, bark.	300	Colson.	George & Matthew Howland.	October, 3, 75	North Pacific Ocean.
Jaya, 2d, bark.	299	Chase.	Swift & Perry.	September, 27, 75	Indian Ocean.
Jehon, bark.	319	Dean.	Thomas Knowles & Co.	June, 1, 75	Pacific Ocean.
John Dawson, bark.	173	Babecek.	Joseph & William R Wing.	November, 25, 75	Indian Ocean.
John Howland, bark.	377	Cole.	William O Brownell.	August, 4, 75	Pacific Ocean.
John West, bark.	353	Chanchester.	Long.	May, 24, 75	Pacific Ocean.
Josephine.	363		Swift & Perry.	August, 24, 75	North Pacific Ocean.
Kathleen, bark.					
Kathleen, bark.	206	Howland.	Joseph & William R Wing.	July, 19, 75	Indian Ocean.
Leitia, bark.	208	Church.	Joseph & William R Wing.	In port.	
Lagonia, bark.	357	Lewis.	Jonathan Bourne, Jr.	July, 21, 75	Pacific Ocean.
Lagoon, bark.	206	Dowden.	William Lewis.	June, 15, 75	Atlantic Ocean.
Lia, bark.	236	Wilson.	William Lewis.	July, 7, 75	Atlantic Ocean.
Louisa, bark.	303	Millard.	Swift & Perry.	August, 11, 74	Pacific Ocean.
Lydia, bark.	329	Fravo.	Bayles & Cannon.	June, 18, 74	Pacific Ocean.
Marcella, bark.					
Marcella, bark.	166		Charles R Tucker & Co.	In port.	
Marengo, bark.	478	Kelley.	Ivory H Bartlett & Sons.	March, 9, 76	Pacific Ocean.
Mars, bark.	256	Allen.	Charles R Tucker & Co.	November, 1, 71	Pacific Ocean.
Mary Park, bark.	327	Randy.	Thomas Knowles & Co.	August, 11, 74	Pacific Ocean.
Mary Park, bark.	110	Chase.	Abbott P Smith.	October, 14, 74	Pacific Ocean.
Matapisset, bark.	311	Gifford.	William Phillips & Son.	May, 13, 75	Pacific Ocean.
Mercury, bark.	240	Thomas.	William Phillips & Son.	May, 13, 75	Pacific Ocean.
Mercur, bark.	128	Lapham.	Joshua C Hitch.	October, 26, 75	Atlantic Ocean.
Midas, bark.	373	Fuller.	Taber, Gordon & Co.	October, 8, 75	Pacific Ocean.
Morning Star, bark.	238	Lewis.	Joshua C Hitch.	November, 13, 75	Pacific Ocean.
Mt Wollaston, bark.	326	Mitchell.	Swift & Perry.	July, 9, 72	North Pacific Ocean.
Napoleon, bark					

LATEST REPORT,		SP.	WH	SP.	WH	SP.	WH
No date, at sea, no lat & co.	.....	480	.....	80	.....	.....	.....
March 26, 76, off St. Helena.	.....	50	.....	50	.....	.....	.....
May 26, 76, at sea, lat 13 N, lon 43 W.	.....	140	.....	.....	.....	.....	.....
April 19, 76, sailed from Honolulu.	.....	180	1650	.....	.....	.....	.....
No date, at St Helena.	.....	250	.....	.....	.....	.....	.....
Arrived October 11, 75, 1,200 sperm 400 whale	.....	.....	.....	.....	.....	.....	.....
Arrived May 1, 76, 420 sperm 125 whale.	.....	.....	.....	.....	.....	.....	.....
January 30, 76, at Tahiti.	.....	650	540	380	.....	.....	.....
August 26, 75, at Ternate.	.....	200	.....	200	.....	.....	.....
.....							
January 22, 76, at sea, lat 1 S, lon 24 W.	.....	24	350	170	.....	.....	.....
April 3, 76, at Honolulu.	.....	220	200	1650	.....	.....	.....
February 17, 76, at Bunbury, N. H.	.....	300	10	300	.....	.....	.....
March 1, 76, at sea, no lat & co.	.....	210	.....	.....	.....	.....	.....
No date, at sea, no lat & co.	.....	220	.....	80	.....	.....	.....
Arrived December 6, 75, 100 sperm 300 whale	.....	.....	.....	.....	.....	.....	.....
April 18, 76, sailed from Fayal.	.....	2300	.....	320	.....	.....	.....
March 16, 76, sailed from Honolulu.	.....	600	1220	.....	.....	.....	.....
January 17, 76, sailed from Mangouli.	.....	630	1320	80	35	.....	.....
Arrived May 2, 72, 85 sperm 300 whale.	.....	.....	.....	.....	.....	.....	.....
Arrived April 29, 76, 375 sperm 875 whale.	.....	950	.....	.....	.....	.....	.....
No date, at St Helena.	.....	90	.....	.....	.....	.....	.....
Arrived September 3, 76, 470 sperm.	.....	115	.....	100	.....	.....	.....
April 7, 76, at Mangouli.	.....	220	200	1000	.....	.....	.....
No date, at sea, no lat & co.	.....	210	.....	180	1000	.....	.....
March 6, 76, at Funt ez.	.....	335	.....	.....	.....	.....	.....
March 20, 76, on Two-Forty Ground.	.....	240	.....	75	.....	.....	.....
Arrived April 7, 76, 1,600 whale.	.....	.....	.....	.....	.....	.....	.....
April 14, 76, at Talcahuano.	.....	300	90	.....	.....	.....	.....
March 20, 76, at Bay of Islands.	.....	300	.....	.....	.....	.....	.....
April 4, 76, sailed from St Helena.	.....	260	.....	.....	.....	.....	.....
April 12, 76, at St Jago.	.....	100	.....	120	.....	.....	.....
April 17, 76, sailed from St Helena.	.....	1160	460	.....	.....	.....	.....
March 24, 76, sailed from Fernandina, Fla.	.....	150	40	.....	.....	.....	.....
January 18, 76, at sea, lat 20 N, lon 1 W.	.....	10	.....	10	.....	.....	.....
April 3, 76, at sea, lat 30 N, lon 42 50.	.....	440	20	150	2	.....	.....
Arrived April 15, 76, 90 sperm 1,500 whale.	.....	.....	.....	.....	.....	.....	.....
February 24, 76, at sea, no lat & co.	.....	.....	.....	.....	.....	.....	.....
April 12, 76, at St Jago.	.....	100	.....	270	.....	.....	.....
March 16, 76, at sea, no lat & co.	.....	270	90	270	9	.....	.....
March 1, 76, sailed from San Francisco.	.....	6575	.....	.....	.....	.....	.....
March 15, 76, sailed from Honolulu.	.....	155	6100	.....	.....	.....	.....
No date, at sea, no lat & co.	.....	1100	.....	675	.....	.....	.....
January 1, 76, on Cornell Ground.	.....	620	.....	150	.....	.....	.....
No date, at sea, no lat & co.	.....	450	.....	120	.....	.....	.....
March 15, 76, sailed from Honolulu.	.....	330	3200	.....	.....	.....	.....
April 76, sailed from Honolulu.	.....	320	2050	.....	.....	.....	.....
No date, at sea, no lat & co.	.....	300	.....	300	.....	.....	.....
April 7, 76, at Talcahuano.	.....	160	80	100	30	.....	.....
March 20, 76, sailed from St Helena.	.....	190	.....	.....	.....	.....	.....
November 7, 76, at sea, no lat & co.	.....	940	1500	37	100	.....	.....
February 76, at sea, no lat & co.	.....	550	.....	.....	.....	.....	.....
April 11, 76, sailed from Honolulu.	.....	190	.....	.....	.....	.....	.....
March 28, 76, sailed from St Helena.	.....	220	.....	.....	.....	.....	.....
November 6, 75, sailed from Fayal.	.....	.....	.....	.....	.....	.....	.....
No date, at sea, no lat & co.	.....	950	250	920	220	.....	.....
March 27, 76, on the Line.	.....	370	.....	270	.....	.....	.....
April 12, 76, sailed from St Helena.	.....	360	.....	225	.....	.....	.....
April 11, 76, at St Helena.	.....	330	180	.....	.....	.....	.....
November 28, 76, at St Michaels.	.....	750	.....	.....	.....	.....	.....
Arrived May 2, 76, 1,050 sperm.	.....	.....	.....	.....	.....	.....	.....
April 7, 76, at Oahu.	.....	1000	.....	300	.....	.....	.....
April 12, 76, at Talcahuano.	.....	800	1050	200	500	.....	.....
March 30, 76, at Bay of Islands, 2,200 bbls.	.....	920	.....	810	.....	.....	.....
March 4, 76, at Talcahuano.	.....	320	200	120	200	.....	.....
March 8, 76, sailed from St Helena.	.....	860	500	550	500	.....	.....
Prey March 25, 76, sailed from Pernambuco.	.....	1500	.....	550	.....	.....	.....
March 1, 76, at sea, no lat & co.	.....	1855	200	1495	200	.....	.....
January 6, 76, off Norfolk Island.	.....	865	.....	390	.....	.....	.....
April 14, 76, at Talcahuano.	.....	250	1975	.....	.....	.....	.....
March 28, 76, sailed from Honolulu.	.....	340	.....	86	.....	.....	.....
April 8, 76, at Talcahuano.	.....	1200	.....	1160	.....	.....	.....
April 3, 76, at sea, no lat & co.	.....	960	550	880	550	.....	.....
January 20, 76, off St Helena.	.....	95	.....	95	.....	.....	.....
April 6, 76, sailed from Honolulu.	.....	430	3450	.....	.....	.....	.....
April 11, 76, at St Helena.	.....	650	.....	.....	.....	.....	.....
May 16, 76, at sea, lat 38 40, lon 65.	.....	235	.....	75	.....	.....	.....
No date, off Flores.	.....	320	.....	.....	.....	.....	.....
March 27, 76, sailed from Honolulu.	.....	110	75	40	75	.....	.....
February 19, 76, sailed from Talcahuano.	.....	750	.....	50	.....	.....	.....
April 3, 76, at sea, no lat & co.	.....	1500	.....	75	.....	.....	.....
April 22, 76, at Barbadoes.	.....	360	.....	430	.....	.....	.....
No date, at St Helena.	.....	700	200	430	200	.....	.....
March 22, 76, at Barbadoes.	.....	700	.....	.....	.....	.....	.....
February 20, 76, off Dennis Island.	.....	700	200	430	200	.....	.....
February 1, 76, at sea, no lat & co.	.....	340	.....	150	.....	.....	.....
December 14, 75, at sea, lat 11 N, lon 26 W.	.....	20	.....	20	.....	.....	.....
March 14, 76, at sea, no lat & co.	.....	410	.....	.....	.....	.....	.....
April 17, 76, sailed from St Helena.	.....	185	1000	.....	.....	.....	.....
Arrived May 16, 75, 14 sperm 900 whale.	.....	170	.....	125	.....	.....	.....
April 3, 76, at Honolulu.	.....	125	.....	.....	.....	.....	.....
April 8, 76, sailed from St Helena.	.....	100	.....	10	.....	.....	.....
February 1, 76, at sea, no lat & co.	.....	80	.....	80	.....	.....	.....
February 7, 76, at Tumbes.	.....	270	.....	100	.....	.....	.....
Arrived September 27, 75, 30 sperm.	.....	130	.....	.....	.....	.....	.....
February 1, 76, at sea, no lat & co.	.....	325	4100	80	.....	.....	.....
April 12, 76, sailed from Honolulu.	.....	490	.....	150	.....	.....	.....
Arrived May 24, 76, 375 sperm 230 whale.	.....	180	.....	.....	.....	.....	.....
February 3, 76, at sea, no lat & co.	.....	450	.....	.....	.....	.....	.....
January 30, 76, at sea, no lat & co.	.....	360	.....	.....	.....	.....	.....
March 28, 76, at sea, no lat & co.	.....	.....	.....	.....	.....	.....	.....
March 21, 76, at Stewart's Island.	.....	1100	250	250	250	.....	.....
March 26, 76, sailed from Hilo.	.....	30	.....	30	.....	.....	.....
February 1, 76, at sea, no lat & co.	.....	225	200	1300	.....	.....	.....
May 19, 76, at sea, lat 13, lon 15.	.....	60	.....	10	.....	.....	.....
No date, at Barbadoes.	.....	450	.....	460	.....	.....	.....
No date, at sea, no lat & co.	.....	360	.....	.....	.....	.....	.....
March 14, 76, at sea, no lat & co.	.....	.....	.....	.....	.....	.....	.....
January 26, 76, at sea, lat 42 S, lon 53 E.	.....	.....	.....	.....	.....	.....	.....
.....							
Arrived September 17, 75, 35 sperm 6 whale.	.....	.....	.....	.....	.....	.....	.....
.....							
April 17, 76, sailed from Fernandina.	.....	.....	.....	.....	.....	.....	.....
.....							
Arrived May 11, 76, 200 sperm 500 whale.	.....	700	220	.....	.....	.....	.....
March 25, 76, at Bay of Islands.	.....	.....	.....	.....	.....	.....	.....
March 1, 76, at sea, no lat & co.	.....	1680	.....	580	.....	.....	.....
Arrived April 16, 76, 1,850 sperm.	.....	15	.....	15	.....	.....	.....
April 3, 76, at sea, no lat & co.	.....	.....	.....	.....	.....	.....	.....
Feb 16, 76, at sea, lat 13 10, lon 45 50, 3 whales	.....	450	.....	.....	.....	.....	.....
.....							
April 8, 76, at Grenada.	.....	230	130	120	130	.....	.....
.....							
April 16, 76, at sea, lat 25 N, lon 38 W.	.....	.....	.....	.....	.....	.....	.....
May 16, 76, at Fernandina, Fla.	.....	68	8	.....	.....	.....	.....
March 21, 76, at Bravo.	.....	400	.....	38	.....	.....	.....
.....							
April 30, 76, at sea, lat 27 30, lon 67, 220 bbls.	.....	.....	.....	.....	.....	.....	.....
.....							
No date, at sea, no lat & co. 150 bbls.	.....	.....	.....	.....	.....	.....	.....
March 29, 76, at sea, lat 11 36, lon 82 33	.....	.....	.....	.....	.....	.....	.....
February 20, 76, at St Jago.	.....	470	30	90	30	.....	.....
.....							
April 23, 76, at sea, lat 13 N, lon 44 50 W.	.....	240	.....	180	.....	.....	.....
March 12, 76, at Banoca, Fla.	.....	205	.....	.....	.....	.....	.....
No date, at sea, no lat & co.	.....	80	.....	80	.....	.....	.....
November 5, 75, sailed from St Michaels.	.....	145	.....	.....	.....	.....	.....
February 2, 76, sailed from St Thomas.	.....	.....	.....	.....	.....	.....	.....
May 17, 76, at sea, lat 26 26, lon 73 30.	.....	.....	.....	.....	.....	.....	.....
.....							
No date, at Desolation.	.....	225	.....	400	.....	.....	.....
September 13, 74, at Kerguelan Island.	.....	800	.....	.....	.....	.....	.....
Arrived April 27, 76, clean.	.....	.....	.....	.....	.....	.....	.....
Arrived April 2, 76, sperm 1 whale.	.....	.....	.....	.....	.....	.....	.....
March 6, 76, at Sandy Point.	.....	.....	.....	.....	.....	.....	.....
Arrived April 29, 76, 160 whale.	.....	.....	.....	.....	.....	.....	.....
March 14, 76, at Fort Stanley.	.....	1450	.....	135	.....	.....	.....
No date, at Cumberland Inlet.	.....	.....	.....	.....	.....	.....	.....
Arrived April 1, 76, 600 whale.	.....	.....	.....	.....	.....	.....	.....
Arrived January 11, 76, 380 whale.	.....	.....	.....	.....	.....	.....	.....
Arrived May 13, 76, 1,300 whale.							
Arrived April 21, 71, 200 whale.							
March 20, 76, at Valparaiso.		820	1930	70	460		
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The Whalemens' Shipping List.

NEW BEDFORD:
TUESDAY MORNING, MAY 30, 1876.

IMPORTS			
	Bls.	Sp.	Lbs.
Of Sperms and Whale Oil and Whalebone to the United States, for the week ending May 29, 1876.			
New Bedford.	375	230	.....
Bark Stafford, New York.	.....	.....	.....
Steamer Carondelet.	63	8	.....
Total.	438	238	.....
Previously.	7,897	22,848	68,220
From Jan. 1, to date.	8,330	23,088	68,220
Same time last year.	10,351	22,778	163,199
EXPORTS FOR THE WEEK ENDING MAY 29, 1876.			
	sp.	wh.	bone.
Previously.	5,592	58	.....
From Jan. 1, to date.	5,794	5,237	93,562
Same time last year.	5,296	8,335	93,562
	5,614	1,776	120,324

NEW BEDFORD OIL MARKET.

For the week ending May 29.
SPERM.—Has continued in good demand, with sales of 1,200 bbls. for export, and 80 do. for manufacture, on private terms.
WHALE.—Is very quiet, the only sale being 60 bbls. Northern, for manufacture, on private terms.

FOREIGN OIL MARKET.—The circular of Messrs. Bowes, Game & Co., dated London, May 11th, says:—Crude Sperm is quite neglected, and our quotations of \$20 per ton is nominal for want of demand. Whale oil maintains its price in consequence of the very limited import for a long time past; good pale quality is worth \$24 @ \$25 per ton. Whalebone.—Quotations are unchanged. About 3 tons of Arctic will be offered at auction on Friday.

IMPORTATIONS.
Per steamer Carondelet, at New York, 22d inst., from Fernandina, Fla.—68 bbls. sperm and 8 do. whale oil, from schooner Charles Thompson, to S. S. Swift, Provincetown.

THE THING TRIAL.—A term of the Supreme Judicial Court was held in this city last week, Hon. Judges Morton and Endicott on the bench, for the trial of Mrs. Rosalie A. Thynne, accused of the murder of her husband by poison, in Fall River. The testimony in the case was closed on the 25th. Mr. Hathaway of Fall River, made an able argument for the defence, and was followed by District Attorney Marston, in behalf of the Commonwealth—Attorney General Train suffering from illness. The case was given to the jury at 5 P. M., on the 25th, who at 9 P. M. returned a verdict of acquittal. The announcement of the verdict was greeted with a momentary outburst of applause by the spectators in Court, but which was promptly checked by the Sheriff. The prisoner was then discharged from custody. The jury at first were ready for acquittal and two undecided readily agreed for acquittal. The jury said that the weak point in the Commonwealth's case was the failure to show a motive for the deed.

The Sutton Commandery of Knights Templars, Eminent Commander Gardner T. Sanford, accompanied by Hill's New Bedford Band, embarked on the Propeller City of New Bedford, at 5:30 P. M., last evening for New York, on a visit to Philadelphia to join in the Templars' re-union and parade of the Centennial. This is the only Commandery in the jurisdiction of Massachusetts and Rhode Island. In Philadelphia the Commandery will quarter at the Grand Exposition Hotel. They intend leaving for home on Friday noon, June 2d, arriving here on Saturday, in season for the Sir Knights of other Commanderies residing elsewhere to reach their homes same day. We learn that they will be accompanied by numerous Sir Knights belonging in Boston and vicinity.

—Thomas W. Piper, the murderer of little Mabel Young in the tower of the Warren Avenue Baptist Church in Boston, May 23d, 1875, was executed by hanging in the Suffolk County Jail on Charles street, on Friday, the 26th inst. It is stated that he has prepared a full confession of his crime, the shocking details of which will be published. Frost the murderer of his brother-in-law, in Petersham on the 4th of July last, was executed in Worcester County Jail on the same day.

—The Postmaster-General has decided to issue the new Centennial stamped envelope to all Post Offices ordering them, and to print special requests on them, the same as on ordinary envelopes. They will be sold at the same price as ordinary envelopes of corresponding sizes and denomination, namely, \$32.80 per thousand for full letter and \$33 for the commercial size. These are the only sizes issued.

—The President on the 23d inst., nominated Edward Pierpont for Minister to Great Britain, Alfonso Taft for Attorney-General, and Donald Cameron for Secretary of War, and the nominations were at once confirmed by the Senate.

—President Grant, it is stated, intends to make a tour of the world upon the close of his term of office.

—One sexton in New York took \$300 in wedding fees in nine days, and another got a \$10 counterfeit bill in one day.

—The infant child of Mr. and Mrs. Sartoris died in London on the 22d inst., the second anniversary of the marriage of its mother at the White House in Washington.

—The salaries of thirty-five letter-carriers in Boston have been reduced from \$1,000 to \$900. There are 155 carriers in Boston and the outlying districts.

—The School Committee in Boston on the 23d inst., adopted an order for the appointment of a committee to co-operate with the Principals of the High and Grammar Schools for girls to secure simplicity in endeavoring to influence the girls to dress simply on the day of their graduation.

—Liquor dealers by hundreds have been arrested in New York during the past week, for violation of the Sunday excise laws. In many cases the liquor was bought by officers in citizens dress.

THE GENEVA AWARD.—It can hardly be denied, says the New York Shipping List, by those who have given the matter much thought that the ship owners who were obliged to pay enormous premiums during the war have a claim to equitable consideration in any further distribution of the Geneva Award. But for the war they would not have had to pay such extra premiums, and to that extent the confederate cruisers which England is held responsible for, as they were equipped in her ports, caused them the loss. It is this class of individual claims which ship owners who paid extra premiums ask to have equitably considered in the distribution of the Award. With regard to the claims of insurance companies themselves it is urged that the United States government invited the companies to file their claims for losses by the confederate cruisers, and that each of them holds the receipt of the United States for claims placed in its hands, and a promise by the Government that it shall be pressed, with demand for interest. The claims were accordingly pressed to the Geneva tribunal and the "sum in gross" awarded in satisfaction of all just claims was increased proportionally because of them. The United States has received the total payment of this award, had it in the Treasury for some time, and should therefore, as soon as possible, distribute it among all those who are entitled to any portion of it.

A \$50,000 case was tried before the Supreme Judicial Court in Boston, last week, William J. Chase vs. Town of Nantucket. The plaintiff claimed that the town allowed one of its citizens to build a bay window on his house, projecting several feet over the sidewalk at the corner of Broad and Federal streets, and that while he was passing along the street on the 24th of April, 1874, he struck against said window and received internal injuries which will permanently deprive him of the means of earning a living. The defence was a general denial of liability, and that as injury was done by the plaintiff's own negligence; that he was passing along the street with a bolt and some screws upon it, and was turning them round in his hand, looking at them, and not where he was travelling. He claimed that there was a fracture to his skull causing a tendency epileptic fits, into one of which he fell while giving his testimony to the Court. Verdict for the plaintiff, \$15,000. G. A. Somerby and E. H. Pierce for plaintiff; George A. King for defendant.

THE NAVAL INVESTIGATION.—A Washington correspondent writes:—William C. N. Swift testified before the naval affairs committee to paying E. G. Cattell \$37,500, being five per cent. on a contract for live oak, in consideration of Cattell's withdrawal from competition for the contract. It appeared subsequently that Cattell had nothing whatever upon which to compete for the contract, and Swift on applying to Secretary Robeson, at the instance of Congressman Buffinton, was told by the Secretary that Cattell had no power either to help or hurt him. It is said that the committee will recommend the indictment of Cattell for obtaining money from Swift under false pretences, and that Secretary Robeson be heard as a witness against him. Mr. Whitthorne, ever anxious to make political capital out of a witness, asked Swift if he ever contributed money for political purposes. "Yes," was the answer. "Well, when?" "I paid \$5,000 for the election of James Buchanan, \$1,000 for the election of Colonel Marcy of New Hampshire, \$500 for the election of Governor Gaston of Massachusetts, \$500 for Governor Tilden." "That will do," said Whitthorne.

HAYTIAN AFFAIRS.—A dispatch from Kingston, Jamaica, of the 16th inst., says:—The discontent on this island is spreading rapidly. The steamer Atlas takes to the Philadelphia Exhibition some choice specimens of Jamaica ripe fruits, carefully selected. Things are settling down in Hayti. There are five candidates for the Presidency. General Canal will be successful. General Salomon, the negro candidate, on arriving from Jamaica, was assailed by the people of Port au Prince, led by two young ladies, sisters of the late General Bryce, each with revolvers. General Salomon had to fly to the British Consulate for protection, and afterwards escaped to Jamaica on the steamer Atlas.

WINSLOW.—A London dispatch of the 22d inst., states that some of the Crown advisers support Secretary Fish's denial of implied treaty stipulations that Winslow the Boston forger is liable for the extradition offence only. The Times, moreover, adopts Mr. Fish's views of the case. In the last resort (says the Pall Mall Gazette) it is a question not for law officers, but for law courts, and there are recognized means of raising it. In the latter, for their decision. Our government will not be wholly free from responsibility to the United States until this question has been raised and decided. It is stated that Winslow offers to return voluntarily to Boston provided that assurance is given him that he will be treated leniently. He says that he is able to save his creditors the loss of nearly \$100,000, and that many of the claims against him in bankruptcy are illegal. He has been further remanded for eight days.

The United States Senate committee will report a bill to return the franking privilege for all letters and packages relating to purely official business.

The committee on Civil Service have reported back the vetoed bill reducing the salary of the President with a recommendation that it do pass notwithstanding the veto.

A great auction sale of 10,000 packages of domestic dry goods took place in New York on the 23d inst., at which buyers were assembled from every section of the country. The sale commenced with a line of Pepperell R brown sheetings, which was quickly disposed of at 7 1/2 to 7 3/4 cents. From this point the competition was unusually spirited throughout the sale and with more buyers than goods. Bates' fancy ginghams brought 9 cents and 8 cents, Pepperell bleached, 2d quality, 24 and 25 cents. Glencoe Cheviots 10 1/2 cents. About twenty manufacturing corporations were represented, including the Boston Duck Company, Warren Cotton Mills, Androscoggin, Continental Mills, Bates' Otis, Pepperell, Leona and Columbian manufacturing companies. The attendance in the afternoon was nearly 3,000 persons. The object of the sale was to relieve the manufacturers of a large accumulated stock. Prices realized were only 1 1/2 to 2 per cent. below prevailing rates.

The Commercial Bulletin says:—The sale was a notable success in every respect, and a line of goods amounting to over one million of dollars was distributed in the most spirited manner and at prices which fully realized buyers' expectations.

—The New York Express says that prominent capitalists in that city have offered Mrs. Myra Clark Gaines, \$250,000 cash and one-fifth of the proceeds of her property when recovered if she would assign her interest to a pool. She has not yet accepted their offer. Since the decision of the United States Supreme Court in her favor she has gone to New Orleans to renew her suits. It is thought that that city will compromise with her and give her bonds in return for a quit claim deed of the land in dispute.

—The Charleston, S. C., Chamber of Commerce has adopted a strong resolution opposing the passage of the Hawaiian-treaty bill, on the ground that the removal of duty on rice will seriously injure rice planters, and throw out of employment thousands of colored laborers.

—A St. Louis dispatch of the 16th inst., says:—Colonel D. H. Armstrong, one of the receivers of the Atlantic and Pacific Railroad Company, was before the State Board of equalization and made a statement regarding that road. He said the bonded debt is \$17,350,646; amount of gold interest, \$971,139; currency interest, \$116,500. The company cannot pay, next July, the interest on the first mortgage bonds of \$7,500,000. Witness would not give ten cents on the dollar of the bonded debt, and the road would not be able to pay the interest on it until extended to the Pacific coast.

An unknown gentleman in Boston has presented \$1,000 to the Society for the Prevention of Cruelty to Animals, and left a card with the remark: "This is given for one who was very fond of animals, and whose wish would be that this money be applied for the relief of their sufferings."

—Capt. Stoddard, late master of the British bark Skerryvore, was arrested on the 21st inst., at Plymouth, England, upon a dispatch from New York, charging him with attempting to scuttle the Skerryvore. This vessel arrived at New York, May 6th, from Melbourne. On her arrival she was reported as having sprung a leak April 24th, from some cause unknown. She was making water at the rate of 15 inches an hour. The leak was stopped by passing a sail under her bottom, and it required two days' pumping to get the water out.

—A private Fair held in Baltimore recently realized nearly \$40,000 in two days. One gentleman gave \$5,000 for an Afghan, and another \$2,000 for an album containing the photographs of the prettiest young ladies of Baltimore. The Fair was in aid of a Catholic charity.

—The Philadelphia Board of Trade having made the necessary inquiries of the leading hotels of the city, has instructed its Secretary to deny the reports that have been put in circulation of exorbitant charges said to be exacted by hotel proprietors from visitors to the Centennial Exhibition.

—The reputation of a public man is much like that of a woman, and is apt to be ruined when it becomes the subject of serious discussion and controversy.

—The State Prison has 750 inmates, and this number will doubtless be largely increased during the next week or two, as seven Superior criminal Courts came in for business last week. The sentences of forty-one convicts expire during the next three months.

—Postal cards are now manufactured at the factory at Springfield at the rate of 800,000 in twelve hours. For the year ending June 1st, 1875, there were manufactured 31,094,000; for the fiscal year 1874, 91,079,000; and for 1875, 107,616,000, and the present year to the 30th of April, nine months only, 131,076,500, or more than any twelve months before. The demand during the last month exceeds that of any corresponding time in previous years.

—A dispatch from Kearney Junction of the 21st inst., states that the Indians are on the war path, killing Black Hill miners at a fearful rate. Out of 42 men at Dearwood, 27 were killed by savages. Five others were killed and scalped within three miles of Custar City. There is plenty of gold Northeast of Custar City, but it is impossible to get it on account of the Indians.

EXTRAORDINARY SAILING.—A correspondent of the Liverpool Journal gives the following account of an extraordinary run from San Francisco to Liverpool by two vessels which will be found of no little interest to our nautical readers: "On the 28th ult. there arrived at Liverpool two American ships, the J. B. Brown, under the command of Captain Keazar, and the Southern Cross, under command of Captain Ballard. The two ships towed through the heads at San Francisco at 6 o'clock on the morning of Dec. 31, 1875, side by side, discharged their pilots at the same time, and passed the Farolene Islands together. Met each other the next day and parted company that night. Met again on the line in the Pacific, and again in the neighborhood of the Island of Pitcairn, in the South Pacific, and did not see each other again until in about three or four degrees of South latitude on the Atlantic side. Here they had it nlp and tuck for a week or ten days, watching each other as a cat does a rat. Finally a circumstance took place which the master of the Southern Cross says he never experienced before during a command in the East India trade, for 25 consecutive days. Both ships arrived on the Equator side by side, bearing by compass due East and West, and on working up their latitude they found no latitude at all, not a fraction either way; in fact they were exactly on the Equator. From this point they parted company. Met again in the Northeast trades, sailed in company for a week or so then parted. Met again off Holy Head, and had the dockgates been wide enough they could have entered the Mersey side by side.

—It is openly charged that the Pacific coast lobby paid \$300,000 to obtain the passage of the Hawaiian treaty bill through the House of Representatives in Congress, and an investigation is probable.

—The brig Arthur Egglese, owned by Trufant & Davis of Boston, bound from Boston to Port Praya, Cape de Verde, was burned at sea, no date, and as nothing is said to the contrary it is supposed all hands were saved. She was laden with a general cargo.

—Of the \$200,000 of specie on the wrecked steamship Schiller, \$27,712 have already been recovered by divers.

—The Credit Mobilier suits are to be pushed vigorously to a conclusion, the House Judiciary Committee having authorized the Attorney-General to procure assistance in trying them.

—The population of Fall River has decreased 2,000 during the past year, now numbering 42,762.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants over their poisoning power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Smallpox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroys all poisons in the blood.

His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body. The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1,347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

ap15-76 6m

—The late A. T. Stewart died on the 10th of April. Says the New York Commercial Advertiser: To-day the same span of bay horses, at the same hour in the afternoon, comes down Broadway and circles round the marble store into Chambers street, there to wait at the door precisely as formerly when the great millionaire merchant was in active life. The only difference is that now another man gets inside and there is another man on the box. The world moves on as usual. "Another man inside" tells the whole story. Such is life.

—Emperor Dom Pedro and his party were in New Orleans on the 24th inst.

—The Navy Appropriation bill which has passed the House appropriates \$5,077,451 less than last year, the sum then being \$17,511,306.

—Ice formed in Norton, Taunton and Raynham on the night of the 22d inst. There were heavy frosts over the strawberry-growing districts of Dighton and Somerset, and the damage is estimated at thousands of dollars to the plants in full bloom.

—John Boston, a tailor, 40 years of age, has been arrested for a second offence of beating his wife with a club. The brute! —Three young ladies have taken the white veil at the Convent of Sisters of Mercy at Providence.

—The Rev. Andrew J. Brady, pastor of the Catholic church, Sandwich, has forbidden any members of his church to join the reform club in that place on pain of being repelled from the sacrament. He counsels that a Catholic reform club should be formed.

—A man who bought one thousand Havana cigars, on being asked what he had, replied that they were tickets to a course of lectures to be given by his wife.

CREW LIST OF VESSELS SAILED.

Bark A. Houghton, Capt. James G. Sinclair, sailed from this port May 23d, 1876, for Hudson's Bay. The following persons compose her crew:

Thomas C. Gifford, of New Bedford, first mate; Thomas Barry, of New York, second mate; John McLyster, do., cooper; Hiram W. Hammett, do., William Barna, do., Albert N. Butts, do., and Sydney L. Cornell, Dartmouth, boatsteerers; William J. Wady, do., steward; William Clarke, Lodi, N. Y., cook; Oliver Lee, New Bedford, shipkeeper; Richard Hatfield, do., William Mortimer, do., William H. McDermott, do., Willie F. Tower, do., John F. Marley, do., John Lake, Fall River, Henry B. Simmon, New York, Edward F. Hill, do., Jonas Welch, do., Nicholas Moran, do., Washington L. Elkin, do., John McConvey, Greenfield, William F. Murray, St. Helena, Edward Cronin, Providence, Daniel O'Connell, Norwich, Conn., Edward Hathaway, Philadelphia, Christian Spiel, Hamburg, Gustav Miller, Norway, and William Washington, San Francisco, seamen.

Bark Cleone, Capt. James E. Stanton, sailed from that port May 23d, 1876, for the North Pacific Ocean. The following persons compose her crew:

James A. Day, of Norwich, Conn., first mate; William Roberts, of New Bedford, second mate; F. L. Keene, Mattapoisett, third mate; Hugh Mullen, fourth mate; Peter Murphy, Albany, cooper; David Steele, United States, Samuel F. Hazard, Westport, and E. S. White, New Bedford, boatsteerers; John B. Hunter, Norwalk, steward; William H. Hudner, New Bedford, cook; Robert H. Solomon, do., John C. Pollard, do., Max Schlemmer, do., Martin Earl, do., Thomas C. Prout, do., Walter D. N. Monell, do., George W. Pinkham, do., James Warren, do., Frederick L. Stackpole, do., Charles Hathaway, Fairhaven, Richard H. Wood, do., Frederick A. Rounseville, do., Frederick A. Keith, do., Thomas N. Allen, Jr., do., B. T. Briggs, do., Frank N. Wais, New York City, Eli Akeyord, Boston, Thomas Foster, New London, Myron F. Bullock, Fall River, George N. Hall, Middleborough, Herbert R. Reynolds, Brockton, William E. Swift, Revere, and Winslow Maxim, Sandwich, seamen.

Bark Bartholomew Gosnold, Capt. Sylvanus D. Robinson, sailed from that port May 23d, 1876, for the Atlantic Ocean. The following persons compose her crew:

Richard A. Reed, of New Bedford, first mate; John A. Pratt, of Nantucket, second mate; John Christy, of New Bedford, third mate; Harry Williams, do., fourth mate; Thomas McGarrigle, do., cooper; Simeon C. Leach, do., Thomas McKeuzie, do., Manuel Silva, do., and Jose Delgado, St. Antonio, boatsteerers; William H. Mervin, New Bedford, steward; John B. Loud, do., cook; T. Barrels, do., William Jacques, do., E. B. Pettet, do., Howard F. Eldridge, do., Charles E. Terwilliger, do., Samuel E. Brightman, Dartmouth, Charles Dominic, Bourbon, Elia Lewis, do., Charles Barrow, Bravo, Manuel Pina, do., M. Reis, Germany, J. S. Miller, Suncok, N. H., Laurence O. Lomas, St. Antonio, Frank Simpson, Roxbury, Charles Edwards, Rochester, Sanfranco Jorge, Pieo, Walter H. Sutton, Falmouth, Manuel Cabral, Oporto, and P. D. Montgomery, Hartford, seamen.

At a recent meeting of the Stanley Spinning Company, Lancashire, it transpired that the cost of a new mill being built by that Company, entirely complete, would be 35 shillings per spindle, or \$30.809 for a mill of 18,500 spindles. The shareholders expressed great dissatisfaction at the high rate of cost; but they do not appear to have shown that the work could have been done for much less. It appears that another mill recently built by the same Company cost at the rate of only 20 shillings per spindle; and the difference in the cost of the two is attributed to the large advance in the cost of building and of machinery. This is a serious matter for the prospects of the Lancashire trade, and indicates a tendency the direct opposite of what now exists in New England.

—The Camp Meetings are now arranged as follows:—Hyannis, August 7th; Vineyard Highlands, August 12th; Yarmouth, August 12th and 15th; Wesleyan Grove, August 22d.

MARRIED.

In this city, 4th inst., Mr. Alfred Isherwood to Mary Lewin; 20th, Mr. James T. Garrido to Hannah Leary; 21st, Mr. E. Powell, of Cambridgeport, to Ann Stephenson, of this city; 23th, Mr. Harvey H. Webster, of Bristol, Me., to Miss Sarah F. Denham, of this city; Mr. Barker O. Howland to Mary E. Raymond.

In South Dartmouth, 23d inst., Mr. Edward B. Sturtevant to Miss Lucy E. Gifford.

In North Rochester, 23d inst., Mr. Sylvanus A. Braley, of Rochester, to Sarah R. Dornin.

DIED.

In this city, 21st inst., Sarah S., wife of Charles W. Hurl; 23d, Amy B., wife of Augustus A. Greene; Freddie G., infant son of Charles F. and Flora Williams, 6 months; 23d, Sarah N., widow of the late David W. Coombs, 79; 24th, William H. H. Pratt, 59 years and 3 months; Amy G., wife of William A. Weeden, 60 years, 3 months and 8 days; 25th, Charles Shaw, 44; 27th, Joseph Knowles, 66.

In Fairhaven, 24th inst., Eliza C. daughter of John M. and Matilda C. Howland, 20 years and 6 months; 25th, Almira S., wife of Isaac N. Babbit, 62 years and 18 days.

In Westport, 21st inst., Abby S., wife of Benjamin Borden, 39.

In Nantucket, 18th inst., Emma Hussey, 17.

In Natick, 19th inst., Capt. Henry Goodrich, formerly of Nantucket, 79.

PEABODY HOUSE,

CORNER OF LOCUST AND NINTH STS., PHILADELPHIA, PA.

Convenient to all places of amusement and car lines in the city. No changes to and from the Centennial grounds. Col. Watson, proprietor of the HENRY HOUSE, Cincinnati, for the past twenty years, and present proprietor, has leased the house for a term of years, and has newly furnished and fitted it throughout. He will keep a strictly first-class house, and has accommodations for 300 guests. Terms only \$3 per day. No bar has ever been kept in the HENRY HOUSE, nor will any be kept at the PEABODY. 11t m23-76

WANTED.

We will give energetic men and women Business that will pay from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. Particulars free, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address J. LATHAM & CO., 419 Washington St., Boston, Mass. P.O. Box 2,164. m23-76

FOR THE AZORES.

THE Al clipper Bark MODESTA will run as a regular packet between Boston and the Azores Islands, leaving Boston on the 16th inst. For freight or passage apply to Capt. WILLIAM LEWIS, No. 4 Taber's Wharf, New Bedford, MEDINA BROTHERS, 39 Lewis Wharf, Boston, MANUEL J. SEQUEIRA, Fayet, W. I. OF SILVA, CABRAL & CO., W. I. ap11-76

ALABAMA CLAIMS.

An Act has been passed by Congress, allowing further time within which claims for direct losses can be filed before the Court of Commissioners of Alabama Claims. Officers and mariners on board ships destroyed by the Shenandoah after February 13, 1865, or by the Alabama or Florida, are entitled to compensation for personal effects and wages. For information, apply at once at the office of MARSTON & CRAPO, 30 North Water street, New Bedford, Mass. ap14-76

CHARLES T. BONNEY,

ATTORNEY AND COUNSELLOR AT LAW AND PROCTOR IN ADMIRALTY. No. 42 North Water Street, NEW BEDFORD.

Whaling voyages and maritime claims settled with dispatch. 1t

SEND 25c. to G. P. ROWELL & CO., New York, for Pamphlet of 100 pages, containing lists of 3,000 newspapers, and estimates showing cost of advertising. mch7-76

\$5 to \$20 per day at home. Samples \$1 free. STINSON & CO., Portland, Maine. 1y mch7-76

PHINEAS WHITE, JR.,

—FURNISHES THE—

PENDULUM PUMP.

THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.

Mr. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of plumbing on the most reasonable terms. Call at No. 24 William street. 1y

OFFICE OF THE

Atlantic Mutual

INSURANCE COMPANY.

NEW YORK, January 24th, 1876.

THE Trustees of the Atlantic Mutual Insurance Company, in conformity to the Charter of the Company, submit the following statement of its affairs for the 31st December, 1875:

Premiums received on Marine Risks from January 1st, 1876, to 31st December 1875, \$5,840,021.85
Premiums on Policies not marked off 1st January, 1876, 2,456,372.67
Total amount of Marine Premiums, \$8,296,394.52
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.
Premiums marked off from 1st January, 1876, to 31st December, 1875, \$6,122,134.68
Losses paid during same period, \$712,068.5
Returns of Premiums and Expenses, 1,217,477.26
The Company has the following ASSETS, viz.:
United States and State of New York Stock, City, Bank and other securities, \$10,314,940.00
Loans secured by stocks, and otherwise, 2,544,200.00
Real Estate and Bonds and Mortgages, 267,000.00
Interest on bonds and notes and claims due the Company, estimated at, 454,037.02
Premium Notes and Bills Receivable, 2,076,360.50
Cash in Bank, 363,462.40

Total amount of assets, \$16,019,940.82
Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Policies of certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.
A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.
By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones, William H. Webb, Charles Dennis, Gordon W. Burnham, W. H. Moore, Frederick Chauncey, Henry Condit, Charles F. Bartlett, Lewis Curtis, Francis Skiddy, Charles H. Russell, Robert B. Min

Whalemen's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING JUNE 6, 1876.

NO. 16.

The Whalemen's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY EBEN. P. RAYMOND,

4 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 8 cents.

No paper will be discontinued until all arrears are paid, except at the option of the publisher.

Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.

A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.

A. W. PRINCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

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THE WEEKLY SUN.

1776. NEW YORK. 1876.

Eighteen hundred and seventy-six is the Centennial year. It is also the year in which an opposition House of Representatives, the first since the war, will be in power at Washington; and the year of the twenty-third election of a President of the United States. All of these events are sure to be of great interest and importance, especially the two latter; and all of them and everything connected with them will be fully and freshly reported and expounded in the Sun.

The opposition House of Representatives, taking up the line of inquiry opened years ago by the Sun, will steadily and diligently investigate the corruption and misdeeds of Grant's administration; and will, it is to be hoped, lay the foundation for a new and better period in our national history. Of all this the Sun will contain complete and accurate accounts, furnishing its readers with early and trustworthy information upon these absorbing topics.

The twenty-third Presidential election, with the preparations for it, will be memorable as deciding upon Grant's aspirations for a third term of power and plunder, and still more as deciding who shall be the candidate of the party of reform, and as electing that candidate. Concerning all these subjects, those who read the Sun will have the constant means of being thoroughly well-informed.

THE WEEKLY SUN, which has attained a circulation of over eighty thousand copies already has its readers in every State and Territory, and we trust that the year 1876 will see its numbers doubled. It will continue to be the most complete and the most interesting of all newspapers. All the general news of the day will be found in it, condensed when unimportant, at full length when of moment; and always, we trust, treated in a clear, interesting and instructive manner.

It is our aim to make the Weekly Sun the best family newspaper in the world, and we shall continue to give in its columns a large amount of miscellaneous reading, such as stories, tales, poems, scientific intelligence, agricultural information, for which we are not able to make room in our daily edition. The agricultural department especially is one of its prominent features. The fashions are also regularly reported in its columns; and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with fifty-six broad columns is only \$1.20 a year, postage prepaid. As this price barely repays the cost of the paper, no discount can be made from this rate to clubs, agents, postmasters, or anyone.

THE DAILY SUN, a large four-page newspaper of twenty-eight columns, gives the news for two cents a copy. Subscription, postage prepaid, 55 cents per month, or \$6.50 a year. SUNDAY edition extra. \$1.10 per year. We have no travel agents.

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COMMISSION MERCHANT,

No. 313 Davis Street,

SAN FRANCISCO,

California.

P. O. Box 382.

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Charles Brainer & Co., Boston. } N. Bedford

Owen & Clark, Providence. } N. Bedford

E. A. Mauriac, 4th Nat. Bank, New York. } N. Bedford

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HOW TO MARRY.

When you marry don't marry a pet,

A jilt, or a vixen, or yet a coquet;

But marry a maid, that is, if you can,

More fit for the wife of a sensible man.

Look out for a girl that is healthy and young,

With more in her eye than you hear from her tongue,

And though she's freckled or burnt to a tan,

Yet she is the wife for a sensible man.

With riches will wretchedness often in life,

Go linked when your riches are got with a wife,

But marry and make all the riches you can,

Like a bold, independent, and sensible man.

Look out for a girl who is sensible and kind,

And modest and silent, and tell her your mind;

If she's wise and bewitching she'll welcome the plan,

And soon be the wife of a sensible man.

Then cherish her excellence, wisely and kind,

And be to small foibles indulgent and blind,

For so you'll make happy, if anything can,

The wife of a sober and sensible man.

The wife of a sober and sensible man.

The wife of a sober and sensible man.

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J. & W. R. WING & CO.,

Have removed to their new Brick Building,
111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
Men's White and Fancy Shirts, Underwear and Drawers
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS,
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING. JOHN WING.
WILLIAM R. WING. HIRSH W. WENTWORTH.



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York

Feb 22 '76

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store
SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—
FURNISHING GOODS,
And a full line of CLOTHS, CASSIMERES, &c., for Custom trade!

The business hereafter will be conducted under the style of DOANE & Co.
P. S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.,

—DEALER IN—
FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
CUSTOM AND READY MADE
CLOTHING!
GENTS' FURNISHING GOODS
FINE AND STAPLE WOOLENS,
SHIRTS AND FANCY SHIRTS, UNDER-
WEAR AND DRAWERS, HATS,
AND CAPS, &c., &c., &c.



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,
A cordial invitation is extended to my SEA-FARING FRIENDS to call and exam-
ine before purchasing elsewhere.

WHALEMEN ATTENTION!

Bomb Guns and Lances.

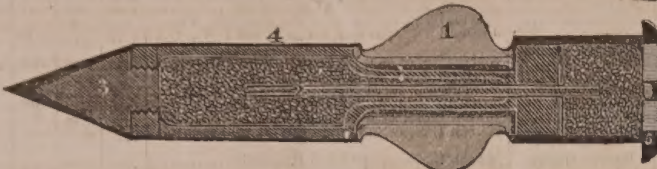


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,

— ALSO —

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing

IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle-
man's, and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which on seafaring friends and the public are invited to inspect.
Garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,



NO. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING, GENT'S FURNISHING GOODS,
Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

MEN'S AND BOYS' WEAR

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

NEW BEDFORD RAILROAD.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 6th, 1875,
trains will run as follows:

LEAVE NEW BEDFORD, FOR
Boston, via Boston and Providence Railway
at 7.30, 10.10 A.M., and 3.40 P.M. Return
8.00, 11.10 A.M., and 4.35 P.M.
Via Old Colony Railroad, 8 A.M. Return,
3.30 P.M.
Providence, at 7.30, 10.25 A.M., 3.40, and 5.20
P.M. Return, 8.00, 10.50 A.M., 3.40, and 7.
40 P.M.
Taunton, at 7.30, 8.00, 10.25 A.M., 3.40,
and 5.20 P.M. Return, 9.00 A.M. and 10.
50, 9.20, and from Dean Street station,
4.20 P.M.
Myricks, at 7.30, 8.00, 10.25 A.M., 3.40 and
5.20 P.M. Return, 8.45, 9.20, A.M., 12.25, 4.40
and 6.00 P.M.
Howland, at 8.00 A.M., and 3.40 P.M. Re-
turn, 9.25 A.M. and 6.05 P.M.
East Freetown, at 7.00 A.M., and 3.40 P.M.
Worcester via Mansfield and South Fra-
mingham, at 3.40 P.M.
Lowell, at 3.40 P.M.
Fall River, at 7.30, 10.25, A.M., 3.40 and 5.20
P.M. Return, 11.15, A.M., and 3.35 P.M.
Newport, at 8.00 A.M., and 3.40 P.M. Re-
turn at 2.55 P.M.
New York, via Fall River and Stonington,
at 5.20 P.M. Return, at 5.00 P.M.
New York via Shore Line, at 7.30, 10.25 A.M.,
and 5.20 P.M. Sundays 8.45 P.M. Re-
turn, 8.00, A.M., 1.00 and 10.00 P.M. Sun-
days, 10.00 P.M.

LEAVE TAUNTON, FOR
Boston, at 5.25, 8.06, 11.10 A.M., and 4.30 P.M.
Return, 7.30, and 11.10 A.M., 2.00, 4.
and 5.30 P.M.
Providence, at 5.25, 8.10, 11.10 A.M., and
1.40, 4.35 and 6.00 P.M. Return, 8.00, 9.15,
10.50 A.M., 2.00, 4.40, 6.20, and 7.40 P.M.
Passengers for Taunton and New Bedford
from way stations between Boston and
Mansfield, will take the trains which leave
Boston at 7.30, 10.30 A.M., and 4.00 P.M. to
Mansfield.
Passengers for way stations between
Mansfield and Boston, in the morning will
take the A.M. train from New Bedford,
and the 6.32 A.M. train from Taunton.
On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR
Boston, Middleborough, Bridgewater at
7.29, A.M., and 3.40 P.M.
Mattapoisett, at 7.29 A.M., 2.40 and 4.40 P.M.
Marion, at 7.29 A.M., 2.40 and 4.40 P.M.
Remont, at 7.29 A.M., 2.40 and 4.40 P.M.
Cape Cod, at 7.29 A.M., and 4.40 P.M.
Nantucket, at 7.29 A.M.
Plymouth, at 7.29 A.M., and 2.40 P.M.
LEAVE BOSTON, via Old Colony Railway
at 8 A.M., and 4.00 P.M.
LEAVE SANDWICH at 7.23 A.M., 2.58 P.M.
LEAVE HYANNIS, at 6.45, A.M., 2.06
P.M.
LEAVE TREMONT, at 10.10 A.M., 3.55 and
5.40 P.M.
LEAVE MARION, at 10.22 A.M., 4.10 and 6.59
P.M.
LEAVE MATTAPoisETT, at 10.34 A.M., 4.25
and 6.11 P.M.
Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P.M. train
from Boston.
sept 3, 1875. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union street, daily, (Sundays excepted,
for Boston, Providence, Taunton, and way
stations at 6.45 and 7.15 A.M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A.M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P.M.
This Express so long and favorably known to
all persons wishing to transact business in
the principal cities and towns in the United
States and Canada.
Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills,
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.
This Express connects with steamer Mon-
ohansett for Wood's Hole, (Palmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).
H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.
Providence, 34 Dorrance street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.,
New Bedford, May 20, 1870.

DAVENPORT, MASON & CO.'S NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 5th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co
New Bedford, Sept. 3d 1867.

POTTER & CO.'S New Bedford and New York DAILY EXPRESS.

Via New Bedford and New York
Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—In New York, at 105 Wall
Street, No. 34 Canal Street, corner of
Church, and Pier 39 East River. New
Bedford, at No. 19 Commercial Wharf.
Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets

FOREIGN HOUSES.

BARBADOES WEST INDIES.
W. P. LEACOCK & CO.,
SUCCESSORS TO

NOBLE TOWNER.

The undersigned beg to give notice to own-
ers and masters of whaling vessels, that
they have succeeded in getting the tonnage due
removed from whaling vessels visiting this port
or the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31½ gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:
A Package duty of twenty-four cents per bar-
rel. Harbor dues, \$3; Secretary's fee, \$3; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty cents per barrel, (del-
iverable at New York or Boston, free of all other
charges except insurance, which will be effected
on the most favorable terms when required.
Masters of whaling vessels when coming to
the harbor are particularly cautioned against ac-
cepting the services of any persons offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.
On coming to anchor masters are also infor-
med that the middle part of Carlin's Bay,
from Rothery to a Southern direction, between
Needham's Point Buoy, and Pelican Keet, (on
the latter of which a large wooden Lazzaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the seaward of the shipping the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 5th
of the following month. All letters forwarded
to our care will be safely received, and delivered
as addressed. Masters of vessels calling off the
Harbor and not wishing to anchor may obtain
letters from the Harbor Office, for a boat, after
having been first bonded by the Harbor Office,
—and will only incur the expense of that officer's
fee—\$1.

New Bedford papers always on file for inspec-
tion.
W. P. LEACOCK & CO.,
nov 22 '64

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,
COMMISSION MERCHANT, SHIP AND
CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to
ship masters visiting this port in pro-
curing supplies.
Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.
Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.
Charges on goods addressed to our care
advanced, and added to Bill of Lading.
Particular attention paid to chartering of
vessels, Insurance effected, &c., &c.
Jes 30 '74

ISAAC McKIM COOKE,
SHIP CHANDLER,
Grocer & Provision Merchant,
NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds
unrushed at LOWEST PRICES.

MAIN STREET, PANAMA,
U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.
sept 10 '67

ISAAC H. MARKS,
VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.

All business entrusted to my care
will receive prompt and careful attention.
Reference can be made to F. Howland, Orisk
Smalley, New Bedford, 13 dec 8 '74

New Bedford and New York STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other
Route.

Steamer CITY OF NEW BEDFORD,
A. C. FISH, Commander.

Steamer CITY OF FITCHBURG,
C. H. SPRINGER, Commander

On and after MONDAY, Nov.
8th, the Steamers of this Line
will run daily, (Sundays ex-
cepted), between New Bedford
and New York, leaving New Bedford, from
Commercial wharf, at 5.30 P. M., and New
York, from Pier 39, East River (near foot of
Market street), at 4.30 P. M.

The accommodations for passengers and
freight are first-class, in every respect, hav-
ing all the modern improvements possible
for steamers of this class.

Passengers from New York make close
connections with steamers for Martha's
Vineyard, Woods Hole, Oak Bluff, Fal-
mouth Heights, Edgartown, Nantucket,
and with the New Bedford Railroad for
points on those roads, and connections.
Staterooms may be secured at the Parker
House, or on board the steamers in New
Bedford, and on board the steamers in New
York; also on board the Vineyard steamers
Fare \$3 each way.

Freight forwarded to all points West and
South at the lowest rates.

Positively no freight received after 3
o'clock.

For further information apply at office of
BARLING & DAVIS, Agents, 46 South street,
New York, and at office of Company, 6 Com-
mercial wharf.

Jy 20 '75-76 FRANK H. FORBES, Agent.

MARTHA'S VINEYARD.

WOODS HOLE, FALMOUTH HEIGHTS
VINEYARD AND HAVEN VINEYARD
HIGHLANDS, OAK BLUFFS,
AND EDGARTOWN.

SPRING ARRANGEMENTS.

The steamer MARTHA'S
VINEYARD, Capt. Benja-
min C. Cromwell, or MON-
OHANSETT, Capt. Charles
C. Smith, will run between New Bedford
and Falmouth, on and after Monday, May
1st, leaving Edgartown daily at 7 P. M.,
making close connections with trains for
Boston, Providence, New York, &c. Re-
turning, leave New Bedford at 1 P. M., be-
ing the hour of the arrival of the mid-day
trains from Boston, Providence, &c.
All freight for these steamers must be de-
livered on the wharf 30 minutes before the
advertised time of leaving.

Passengers for Falmouth Heights leave at
Woods Hole.
Applications for towing vessels or any
other information, may be made to the
captains on board, or to
ANDREW G. PIERCE, Agent,
Over Merchants' National Bank,
apl 29 '76

P. T. BARNUM'S NEW AND Greatest Show on Earth



IS COMING ON

Three Monster Special Trains

OF SOLID STEEL CARS, and will exhibit

AT NEW BEDFORD

ON

POPE'S ISLAND,

Tuesday, June 13th.



1,500,000 Cash Capital Invested. 1100 Persons and 600 Horses and Ponies employed by it.
A Century's Festival of Features in a Metropolis of Separate Tents.
Its Menagerie is 100 per cent. the Largest Ever Moved.
Sixty Cages of Rare Animals and Amphibia, many of which singly cost more than a common Menagerie.
Towering Living Giraffes. A School of Half-Ton Living Sea Lions, and Barnum's \$25,000 Behemoth.
The Only Living Hippopotamus in America, all others advertised being base frauds.
Another huge marine wonder. The Great Living Sea Leopard, from the Arctic Regions, the only one ever Captured or Exhibited, six feet long, weighs 800 pounds; eats 50 pounds of fish per day.
A Vast Centennial Museum of Life-Sized Automatic Marvels and Mechanical Scenic Illusions, operated by a Solid Silver Steam Engine.
A Centennial Portrait Gallery. \$2000 per day in Salaries to P. T. Barnum's Hippodromatic Heroes.
Smith, Nathans & Co.'s Great European Circus! Lowande's Imperial Brazilian Circus! And the Famous Company Carlos! Over 100 Peerless Principal Performers.
A Glorious, Gratuitous, Centennial, Daily Fourth of July Celebration inaugurated each morning about 9 o'clock, by the brazen-throated national salute of 15 Guns, and the general peeling of the Public Bells, when the Triumphal Procession of Liberty and the Nation, will move in majestic splendor through the principal streets.
100 Massive, Gold-Encrusted Chariots, Tableau Cars, Museum Repositories, and Picture Dens, and a Colossal oriental Caravan, in illimitable line of vivid splendor.
The GOLDEN ALLEGORIC CAR OF INDEPENDENCE, triumphantly bearing living representatives of Washington and Lafayette on Horseback.
LIBERTY and her Revolutionary Heroes on the TITANIC TABLEAU CAR OF THE UNION.
A GOLDEN CYCLOPEAN CALLIOPE, THE MINIATURE CHARIOT, "YOUNG AMERICA," drawn by a Fairy Team of Twenty Pigmy Ponies. ST. CECILIA'S CHARIOT OF CHIMES. A HUGE CHURCH BELL (made from cannon used in the Revolution,) whose sonorous tones can be heard for miles.
During each performance A JUBILEE OF SONG AND SPLENDOR in the Grand Central pavilion. Splendid, Patriotic, Historical Tableau; National Anthems by a Chorus of several hundred Trained Voices, accompanied by Salvos of Cannon, placed outside the tents, and fired by electricity, THE WHOLE AUDIENCE TO RISE AND JOIN IN SINGING THE HYMN "AMERICA."
Each evening, as a brilliant FINALE, A MAGNIFICENT DISPLAY OF FIREWORKS.
ADMISSION, 50 cents. Children under 9 years 25 cents; with FREE ADMISSION to all purchasers of the "LIFE OF P. T. BARNUM;" 900 pages, illustrated with 33 full page engravings, elegantly bound in muslin gilt. Price reduced from \$3.50 to \$1.50. Cheaper Edition of Mr. BARNUM'S LIFE, containing Portrait, and precisely the same reading matter as the other, ONLY FIFTY CENTS COMPLETE.
Doors open at 1 and 7 p. m. Grand Animal and Aerial Entree one hour later.
For the accommodation of those desiring to avoid the inconvenience of the

The Whalemens Shipping List, NEW BEDFORD: TUESDAY MORNING, JUNE 6, 1876.

IMPORTS			
	Bls.	Lbs.	Sp. wh. bone.
Previously,	none	none	none
From Jan. 1, to date,	8,330	23,086	68,230
Same time last year,	11,573	22,822	163,199

EXPORTS			
	Bls.	Lbs.	Sp. wh. bone.
Previously,	1,022	8,335	18,562
From Jan. 1, to date,	7,300	8,335	9,350
Same time last year,	5,626	1,776	120,324

NEW BEDFORD OIL MARKET.
For the week ending June 5.
SPERM.—Is in light demand with sales of 150 bbls for manufacture, on private terms, and 200 do. for export @ \$1.35 per gallon.
WHALE.—Is very dull and we have no transactions to report.

LETTERS.
A letter from Capt. Thacher, of bark Abraham Barker, of this port, reports her at sea, no lat. &c., April 28th, having taken 100 bbls. sperm oil since last report—all well.
A letter from the 3d officer of bark John Howland, of this port, dated Tecumseh, April 29, reports had taken 250 bbls sperm oil since last report; all well. Would be at Panama 1st of June.
A letter from Captain Francis, of bark E. B. Phillips, of Boston, reports her at Dominica, May 4th, with 200 bbls sperm oil.
A letter from Captain Chase, of bark Birch Perry, of this port reports her at Palta, April 21st with 200 bbls sperm oil.
A letter from Captain Tripp of bark Pioneer of this port, dated Barbados May 12, reports arrived 7th, with 100 bbls sperm oil all told. At 3 P. M. April 27th, was run into by British bark Abbottford, striking the Pioneer on the starboard bow, staying in bulwarks from the fore rigging to the knighthead, carrying away jibboom, fly jibboom and stays, foretopmast, foretopgallant yard; knocked the Pioneer on the other tack and came in on her quarter, carrying away main rail and stanchions from the quarter to the gangway; carrying away starboard boat, davits and everything belonging to her; also carried away overhead house and bearers and stove boat on the bearers, and carried away two main chains, broke the mizenmast in three pieces above deck, carried away maintopgallant yard, and chafed the main and mizen rigging, maintop and back stays. The Pioneer was repairing as rapidly as possible, and would ship part of oil by brig Elvie Allen for this port.

A letter from Captain Edick, of bark Sappho, of this port, reports her at Barbados May 12th, with 200 bbls sperm oil. Had shipped oil by brig Elvie Allen for this port and sailed 14th to cruise.

Bark Cape Horn Pigeon is being fitted for a whaling voyage in the Pacific ocean, to sail in July under command of Captain George O. Baker, her late master.

Bark Nile and sch Lizzie P. Simmons of and at New London, will fit, the former for Greenland, under command of Captain Spicer, and the latter for sealing.

Messrs Haven, Williams & Co., are fitting another whaler.

Brig F. H. Moore, Sopher, Boston, was spoken 100 miles South of Southwest Pass, with 250 bbls sperm oil. No date given.
At Porto Praya, C. V. I., April 21, bark Perry, Bassett, Edgartown, No report of oil.—At Tombez, May 8, (by letter) bark Sea Breeze, Barns, New Bedford, no report of oil.—Sailed from Pernambuco, on date, bark Lydia, Fraro, of this port, for Barbados.

Sutton Commandery of Knights Templar of this city arrived in the steamer City of New Bedford last Sunday morning, having enjoyed their visit to the Centennial very much.

The Lowell train has commenced running for the season, leaving this city at 5.30 A. M. It will stop at Howlands, East Free-town, Braleys and Acushnet. Passengers from Boston can leave that city at 5.30 P. M., and arrive a little before 8 in the evening.

"CENTENNIAL BARNUM" AND HIS GREAT CENTENNIAL SHOW AND CELEBRATION.—As announced by the advertisement elsewhere, on Tuesday, the 13th inst., there will come rushing into New Bedford, by three monster special trains of solid steel cars, the great F. T. Barnum, with his new and greatest show on earth. Although the news has been widely circulated, and this issue of the Shipping List confirming it, will be read by thousands with eagerness, and well-founded anticipations of a genuine Centennial feast of wonder, fun and excitement. As a successful caterer to our national partiality for popular amusement, Mr. Barnum has been for many years, and in divers ways, far beyond rivalry, while his eminent success as manager, author and lecturer, has given him an enviable, world-wide reputation. The revolution he inaugurated in the show business has never gone backwards, but keeps moving on and on, each year witnessing the production of something grander and more novel than anything that preceded it. The Centennial season has given the great manager his greatest opportunity, and he has improved it like a genius and a patriot, by combining with a vast collection of animate and inanimate attractions, a soul-stirring Centennial celebration. In which everybody can, and ought to, join with him, heart and hand. "Centennial Barnum," as some of our contemporaries appropriately call him, may depend upon a rousing Fourth of July welcome from all classes and ages here, including the country people for fifty miles around.

At a meeting held in Boston 31st ult., of the Directors of the new consolidated Boston, Clinton, Fitchburg and New Bedford Railroad Company, S. H. How of Bolton, was elected President; Lyman Nichols of Boston, Vice President; H. A. Wood of Fitchburg, Manager; S. A. Webber of Fitchburg, Superintendent; and Warren Ladd of New Bedford, Assistant Superintendent.

Winslow the Boston forger has been again remanded to prison until the 16th inst. The members of the United States legation in London think the prisoner will eventually be surrendered to this country.

PIPER'S LAST CONFESSION.—Sheriff Clark in a communication addressed to the press in Boston, states that Thomas W. Piper previous to his execution gave him voluntarily a detailed statement of his several acts of crime and the terrible motives prompting them, giving his assent to its publicity at such time and in such manner as might be deemed proper. Sheriff Clark says:

"There can be no doubt that his statement is true, so far as a person with a mind so thoroughly demoralized as his had been, could make it, and correctly remember and detail all the incidents connected with his many crimes. The murder of Bridget Landergan, the attempted murder of Mary Tynan, the murder of Mabel Young in the church tower, the assault on the Sullivan girl in Dennis street, the firing of the building in Dorchester and of Concord Hall, are all acts of his of which there can be no doubt. All other acts of crime as grave as the above, of which he has been suspected, he declared his entire innocence, and this after all hope of mortal life was gone, and when he fully realized that he was in a few hours to die, solemnly declaring his desire to unburden his heart by full and free confession, to enable him to ask for and obtain mercy and forgiveness from Almighty God."
"His family have so pleadingly asked me not to give the details of his statement to the public, and having no personal desire to further harrow the public mind already sufficed with horrors, such details being of no further public benefit, I have determined to comply with the request of this afflicted family, and pray that all may now exercise their minds with profound pity for one who has suffered the judgment of the law for the terrible crimes as committed, and for which he has diligently endeavored to seek forgiveness by sincere penitence, his last, low whispered words being, 'Oh God, have mercy on me.'"

THE SUEZ CANAL.—M. de Lesseps, who has just returned from a five months' trip to the Suez Canal, on taking his seat in the Academy of Sciences, gave some interesting details concerning his observations there. He had found that Port Said is in no danger whatever of being filled up with sand, and that there is no need for prolonging the piers, as proposed. The great dredging machine made for the Company works regularly and well, and suffices to keep the channel clear. During the Winter, he says, the excess of water in the Bitter Lakes runs into the canal, causing the current to set in towards the Mediterranean; but during the Summer, when these lakes are lowered by evaporation, the current runs in an opposite direction. According to M. de Lesseps, rain was formerly unknown upon the Red Sea, but since the building of the canal there are showers about once a fortnight. This has started vegetation up even on the Asiatic side, where the infiltration is only of salt water. We notice, however, that some writers in the journals are taking issue with him on the assertion that rain was formerly unknown on the Red Sea.

The Board of License Commissioners has issued an explanatory circular in which they state their intention strictly to enforce the provisions of the License Act of 1875, and they rely upon all holders of licenses to assist them in their efforts to prevent abuses in the sale of intoxicating liquors. They restate for the information of all interested the provisions of said Act which must be considered a sufficient cause for the forfeiture of a license, relating to prohibition of sales on Sunday; the sale of liquors below the standard quality, and free from adulterations; delivery to minors; and the provisions under which only licenses will be granted.

"Decoration Day" was observed on the 30th ult., in all parts of the country, and by a larger number of people, we should judge than ever before. The simple ceremony of placing flowers on the graves, with the invariable accompaniment of an oration, generally brief, was the only attraction, and proved quite sufficient. It was extremely interesting to note in the streets women and children from the families of artisans and small tradesmen, who bore each a little potted plant or a bunch of flowers. Nothing could more strikingly indicate the relation which the soldiers of the Union bore to the busy community. They were from the classes to whom a representative government, with its freedom from undue restraints and its protection of the equal rights of all, is especially valuable. It is this fact which is likely to make Decoration Day more and more generally observed for some years to come.

The case of John Lamparter vs. Holder M. Brownell, was decided in Boston on the 30th ult. Lamparter was engaged as head cook at the Sea View House for three months from July 5, 1875, but was discharged on the 4th of August. The plaintiff claimed \$600, to which the defendant answered that he was discharged on account of drunkenness, and was paid in full for the time he worked. A verdict of \$300 for the plaintiff was rendered.

In Boston last week Henry A. Jacobs was fined \$100 for selling liquor and was held in the sum of \$1,000 to await the action of the grand jury, as the Judge considered that he had committed perjury while testifying in his own behalf.

The Sagamore mill in Fall River is to be reorganized, the capital stock to be reduced to \$50,000, and then by the issue of new shares increased to \$250,000; so that the new purchasers will get a property which has cost \$795,530 at less than two thirds its original cost.

The London School Board, in order to encourage the boys to learn the art of swimming, have passed a resolution stating that it is desirable to have inserted in the Education Code a provision to the effect that attendance of scholars at lessons in swimming, under a competent instructor, for not more than an hour a week may be counted as school attendance.

The public debt statement shows a reduction, during May, of \$4,619,515 in the net indebtedness of the Government. The coin balance has decreased \$11,000,000 during the month, while the currency balance has increased \$4,100,000.

The committee investigating the O'Connor-Sinclair case in New York, report that the charges against Mr. O'Connor have no foundation.

Edwin F. Beale, of the District of Columbia has been confirmed as Minister Plenipotentiary and Envoy Extraordinary to Austria.

Postmaster David Boynton at Haverhill has been arrested charged with having embezzled \$6,000 to \$7,000 in money orders and other Post Office funds. His accounts had been irregularly kept and were in almost inextricable confusion. William E. Blunt has been appointed Postmaster in place of Boynton.

In New York last week a child aged 17 months died in consequence of the carelessness of an apothecary's clerk, who in putting up a prescription admixed laudanum instead of syrup. The clerk has been arrested.

Eight thousand Knights Templar with nearly as many ladies who had accompanied them were assembled at the Centennial grounds in Philadelphia on the 31st ult.

In the mustang race in New York, 1st inst., Peralto who undertook to accomplish forty miles in two hours with fifteen Mexican mustang ponies, accomplished the distance 16 1/2 minutes ahead of time.

The Empress Dom Pedro with his wife and suite returned to Washington from his Southern tour from which he has derived much gratification. His son-in-law, Duke Saxe Coburg has arrived at New York.

The nomination of Senator Anthony for another term by the Republicans of the Rhode Island Legislature is a fit reward for faithful and honorable service. Mr. Anthony has been in the United States Senate since 1859, and is now 61 years of age. The term for which he has just been renominated and undoubtedly will be elected, will not end until 1883.

A member of the first Arizona party from Boston, writes home from that Territory, and flatly contradicts the glowing reports sent a week or two ago, in that the destination was nothing short of a barren desert, and that some of the members had struck out for Prescott, where they could get nothing to do. The writer advises all who think of going to Arizona to stay at home.

Mrs. Anne Keboe, a strong minded woman of Auburn, was before the Police Court last week for assault upon her husband. The accused has had considerable trouble with her husband, and he alleged that she monopolized all the cash which they earn between them and invests in real estate in her own name, besides abusing him considerably. She was fined \$5 and costs, and placed under bonds to keep the peace for six months.

A miser named Hiram Spinny, aged about 67, living at Elliot Neck, Portsmouth, N. H., was found dead in his bed a few nights ago. He lived in a wretched, squalid state, and on searching his effects some \$10,000 was found secreted in different parts of his house.

Economy and retrenchment are being studied at Providence. The highway commissioners, who have asked for \$100,000 to execute works they have laid out, get only \$40,000, and several new projects that will require money have been killed off.

One of the stewardesses of the Cunard line is about to retire with a fortune estimated at \$5,000, the result of ten years' service. She is a very popular woman, and in some trips her fees have amounted to \$100.

Mrs. James Collins, of Nantucket, has received notice that an uncle in Ireland, recently deceased, has bequeathed to her the snug sum of £15,000, and some valuable personal property.

Look out for spurious money. Besides counterfeit quarters and twenties, in imitation of the new silver coin, there are in circulation counterfeit fives on the Northampton National Bank, the First National Bank of Louisville, and tens on the National State Bank of Terre Haute.

The liabilities of the Berkshire Woolen Company foot up \$566,352, and the assets are \$307,916, besides the mill and machinery. The largest creditors have agreed to the following plan of settlement: A new company will be formed with a capital of \$400,000, with the creditors of the present company as stockholders in proportion to their claims; all the property of the present company, with the avails of the private estates of the Russells, above their personal debts, is to become the property of the new company.

Intelligence is received from Constantinople of the dethronement of Abdul Aziz, the head of the Ottoman government and the elevation to his place of Mehmed Murad, nephew of the deposed Sultan. The revolution was quietly effected, and the change is reported to give general satisfaction.

The famous suit of Mrs. Fannie E. Savage of New Haven against the Travelers Life Insurance Company of Hartford, has been decided finally in favor of the plaintiff. The Company claimed that Mr. Savage committed suicide, and the plaintiff that he was murdered. The Company was beaten in the Superior Court and three times in the Supreme Court. The award was \$7,062.20, of which \$2,062.20 in excess of the policy, was for costs. The case has been pending for five years.

A conflagration in the St. Louis suburbs, in Quebec, on the 30th ult., destroyed more than one thousand buildings and the loss at a rough estimate is put down at a million dollars.

EXPENSES OF THE NATIONAL ARMY.—The Secretary of War, after consultation with the heads of the bureau division commanders, General of the army, &c., has sent to the house reduced estimates for the support of the army. In the quartermaster's department and that of the ordnance the reductions are large, and in the engineers' department considerable. There is a reduction of a million dollars in the estimate for clothing and equipage. It is predicted upon the idea that in the present capacity of the country to manufacture clothing it is not necessary to accumulate supplies of that kind far beyond the actual demand for current use. The exhaustion of supplies in 1877, however, will require an increased appropriation for 1878. The reduction of a million dollars in the estimates for armament of fortifications is founded on the belief that the appropriations remaining after such reduction will strengthen our defenses as rapidly as there is any present occasion for. The estimates for the Rock Island and Benicia arsenals, so reduced, will equal the demand for present uses, while the large additional structures for prospective uses, which must hereafter be made, may safely be postponed. The reduction in estimates for "regular supplies of the quartermaster's department," for the incidental expenses, for horses for the cavalry and artillery, for army transportation and for other items, will require retrenchment and economy; but the Secretary thinks not greater than will be found practicable. The entire reduction from the book of estimates is \$5,607,605.

The population of Ireland, says the London Times, is not materially decreasing now. The registrar general reports that although the year 1875 had a birth rate below and a death rate above the last five years' average, yet the births registered exceeded the registered deaths by 40,139, and that the number of emigrants who left Irish ports in the year was but 52,397, which number is reduced to 51,462 if we deduct 935 described as "residents of other countries" who embarked at Irish ports. This shows a decrease in the year 1875 of 11,323 in the population, leaving it at about 5,300,000 in all.

It seems to be a settled fact that a number of the relatives of the late A. T. Stewart, living in New York, have determined to attempt to break his Will, though on what ground does not appear. Three lawyers have been engaged by them. Some of the parties are the children of a sister of Mr. Stewart. On Wednesday a petition was filed in the Surrogate's office by James Bailey and others, praying that the pretended probate of the Will of Alexander Stewart be set aside. The document presents a long list of persons, mentioned as collateral relatives, and claims that numerous irregularities, were practiced when the Will was admitted to probate, and that the pretended last Will and codicils were spurious, and obtained by undue influence from Judge Hilton. An order was granted to show cause why the Will should not be declared void, returnable June 15. Mr. Bailey is first cousin to Mr. Stewart.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects food cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Small-pox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroys all poisons in the blood. His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body. The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

A SAILORS EPIGRAPH.

Weep for a seaman, honest and sincere, Not cast away, but brought to anchor here; Storms had overwhelmed him, but the conscious wave Repented, and resigned him to the grave: In harbor, safe from shipwreck, now he lies, 'Till Time's last signal blazes through the skies'; Reddited in a moment, then shall he Sail from this port on an eternal sea.

A London despatch says the cotton mills at Preston are now running on short time. It is rumored that others will follow. The cause is the continued decline in prices. It is stated that prices are lower than for thirty years, and the prospects are discouraging. The mills in some parts of Lancashire will be closed during Whitsuntide.

WANTED.

We will give energetic men and women Business that will pay from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. Particulars free, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address J. LATHAM & CO., 419 Washington St., Boston, Mass. P. O. Box 2,154. my23-3m

CREW LIST OF VESSELS SAILED.

Bark Laconia, Capt. Rufus W. Gifford, sailed from this port May 30th, 1876, for the Indian Ocean. The following persons compose her crew:

Squire H. Cornell, of New Bedford, first mate; Edward S. Ripley, of Edgartown, second mate; Samuel Bulabula, of Society Islands, third mate; George Antonio and Jim Farina, boatsteerers; William Kelley, cooper and shipkeeper; John Elliott, steward; Joseph Gomez, Frank S. Webster, Jose Fortes, Herman Gonsalves, John Mintore, Jack Morgan, Albert Gifford, John Yates, Frank Murray, Ernst Zimmer, Charles Turkey, W. H. Perkins, and Frank C. Walls, seamen.

Bark Alaska, Capt. Charles W. Fisher, sailed from this port June 1st, 1876, for the Pacific Ocean. The following persons compose her crew:

John L. Sayers, of New Bedford, first mate; John H. Hill, of do., second mate; Rufus D. Smith, of Edgartown, third mate; Peter Fomes, of Western Islands, fourth mate; Laurence DeSousa, do., Frank Thomas, do., Joseph C. Vera, Cape Verde Islands, and John Mandy, do., boatsteerers; Henry P. Clapp, Nantucket, cooper; William Atkins, North Carolina, steward; Frank Perry, Spain, cook; Robert J. Cumiskey, Westport, Alonzo D. Ripley, Edgartown, Alfred Meda, Cape Verde Islands, Antonio Gomez, do., Manuel Francis, do., George Martin, do., Antonio Ferris, do., Augustus Dakin, do., Francis Vera, do., John DeMillo, Western Islands, Manuel Francis, do., Antonio George, do., Joakim Silva, do., Joseph Antonio, do., David Victor, do., Canton Dwight, Bravo, Horace A. Hathaway, Providence, Paul Raasch, Germany, and Edward L. Faunce, Dartmouth, seamen.

MARRIED.

In this city, 29th ult., Mr. John H. Shears of New York, to Miss Anna E. Norton, of Portland, Me.; 31st, Mr. Clarence A. Cook to Miss Sarah L. Allen of this city; 30th Mr. Frederick F. Moulton to Sarah L. Dyer, both of this city; 1st inst., Mr. Henry Howland, of New York, to Miss Dorcas Nichols of this city; 30th ult., Mr. John I. Bryant to Miss Lizzie B. Baker, both of Fairhaven; William Atkins to Mrs. Almira Howard, all of this city.
In South Dartmouth, 26th ult., Mr. David A. Sherman to Miss Mattie B. Allen, both of Dartmouth.
In Westport, 22d ult., Mr. Watson Gammons to Margaretta Fletcher, both of Westport.
In Marston's Mills, 30th ult., Mr. Orrin H. Meacarta, of Harwich, to Miss Lydia A. Jones of Marston's Mills.

DIED.

In this city, 28th ult., Alexander R. Tripp, 63 years 2 months; child of John C. and Annie Lawson, 3 months; 31st ult., Mary A., daughter of Abby and the late George M. Bunker, 52 years and 5 months; 2d inst., Abby Standish, wife of Frederick H. Vinal, 42; 2d inst., Warren S. Potter, 38 years 8 months and 21 days; 1st inst., Frankie A. only son of Charles E. and Amelia J. Allen, 9 months; 2d inst., Paul Lawrence, 65 years and 4 months.
In Fairhaven, 29th ult., Caleb P. Furling, 63 years and 9 months.
In Westport, 30th ult., infant daughter of Captain Harrison and Eliza A. Phinney, 3 weeks.
In East Free-town, 2d inst., John Duffy, 78 years 7 months and 20 days.
In Marston, 28th ult., Robert H. Barker, 68.
In Nantucket, 27th ult., Miss Caroline Fisher, 65; 27th, Rebecca F., wife of Edward C. Gibbs, 27.
In Provincetown, 18th ult., Mrs. Clarence D. Smith, 63; 2d inst., James B. Pratt, 66.
In Wellfleet, 25th ult., William P. Jordan, 66.
In Cotuitport, 28th ult., infant daughter of Captain Harrison and Eliza A. Phinney, 3 weeks.
In Wareham, 28th ult., Mary A., daughter of Rodolphus and Mary J. Besse, 25 years 5 months; 25th ult., daughter of Brian and Ellen Benen, 1 year 8 months.
In Seekonk, 30th ult., Sarah E. wife of Elias S. Ballou, 37.
In Matham, 2d ult., William Higgins, 77.
In Chelsea, 2d ult., Phoebe, widow of the late Isaac Baily, formerly of this city, 73.
In Liverpool, E., 26th ult., Captain Franklin Hallett, a native of Varmouth, 68.

PEABODY HOUSE, CORNER OF LOCUST AND NINTH STS., PHILADELPHIA, PA.

Convenient to all places of amusement and car lines in the city. No charges to and from the Centennial grounds.
Col. Watson, proprietor of the HENRY HOUSE, Cincinnati, for the past twenty years, and present proprietor, has leased the house for a term of years, and has newly furnished and fitted it throughout. He will keep a strictly first-class house, and has accommodations for 300 guests. Terms only \$3 per day. No bar has ever been kept in the HENRY HOUSE, nor will any be kept at the PEABODY. 11t m37-76



WITH A NEW AND ELEGANT STOCK SPRING CLOTHING.

SUITABLE FOR MEN, YOUTHS, AND BOYS, AT THE VERY Lowest Market Prices, A T

CHARLES FISHER'S POPULAR Clothing House,

64 PURCHASE STREET, NEW BEDFORD, MASS. [OPPOSITE CITY CLOCK.]

FOR THE AZORES.

THE A1 Clipper Bark MODESTA will run as a regular packet between Boston and the Azores Islands, leaving Boston on the 15th inst.

For freight or passage apply to Capt. WILLIAM LEWIS, No. 4 Taber's Wharf, New Bedford, MEDINA BROTHERS, 39 Lewis Wharf, Boston, MANUEL J. SEQUEIRA, Payon, W. I. or SILVA, CABRAL & CO., St. Michaels, W. I. apl17-76

ALABAMA CLAIMS.

AN Act has been passed by Congress, allowing further time within which claims for direct losses can be filed before the Court of Commissioners of Alabama Claims. Officers and mariners on board ships destroyed by the Shenandoah after February 13, 1865, or by the Alabama, or Florida, are entitled to compensation for personal effects and wages. For information, apply at once at the office of MARSTON & CRAPO, 35 North Water street, New Bedford, Mass. apl17-76

CHARLES T. BONNEY, ATTORNEY AND COUNSELLOR AT LAW AND PROCTOR IN ADMIRALTY.

No. 42 North Water Street, NEW BEDFORD.

Whaling voyages and maritime claims settled with dispatch. 1t may17-76

SEND 25c. to G. P. ROWELL & CO., New York, for Pamphlet of 100 pages, containing list of all the ships, and estimates showing cost of advertising. mch17-76 1y

\$5 to \$20 per day at home. Samples \$1 free by NEXON & CO., Portland, Maine. 1y mch17-76

PHINEAS WHITE, JR., -FURNISHES THE-

PENDULUM PUMP.

THIS PUMP is the most powerful, as well as the cheapest running now in use. It is adapted to all kinds of vessels, as well as houses.
Mr. White attends to the repairs of all kinds of Pumps, and also furnishes and does all kinds of Plumbing on the most reasonable terms. Call at No. 24 William street. jeh17-76 1y

\$12 a day at home. Agents wanted. Outfit and terms free. TRUE & CO., Augusta, Maine. 1y mch17-76

OFFICE OF THE Atlantic Mutual INSURANCE COMPANY.

New York, January 24th, 1876. The Trustees, in accordance to the Charter of the Company, submit the following Statement of its Affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875, \$5,840,021.88
Premiums on Policies not marked off 1st January, 1876, 2,455,572.67
Total amount of Marine Premiums, \$8,295,594.75
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.
Premiums marked off from 1st January, 1875, to 31st December, 1875, \$6,123,134.68
Losses paid during same period, 4,142,008.5
Returns of Premiums and Expenses, 1,217,477.26
The Company has the following ASSETS, viz.:
United States and State of New York Stock, City, Bank and other Stocks, \$10,314,940.00
Loans secured by Stocks, and otherwise, 2,544,200.00
Real Estate and Bonds and Mortgages, 207,000.00
Interest and sundry notes and claims due the Company, estimated at, 454,037.62
Premium Notes and Bills Receivable, 2,076,300.50
Cash in Bank, 366,402.49
Total amount to assets, \$16,019,540.82
Six percent. interest on the outstanding certificates is paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next.
The outstanding certificates of the issue of 1875, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.
A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.
By order of the Board, J. H. CHAPMAN Secretary.

TRUSTEES:
John D. Jones, William H. Webb, Charles Dennis, Gordon W. Burham, F. H. H. Moore, Frederick Chaucey, Henry Colt, Charles F. Burdett, Lewis Curtis, Francis Packard, Charles H. Russell, Robert B. Minum, Lowell Holbrook, Robert L. Stuart, Royal Phelps, James G. DeForest, David Lane, Alexander V. Blake, James Bryce, Charles B. Leverich, Daniels Miller, Charles H. Marshall, William Sturges, Adolph Lemoine, John Elliott, George W. Lane, William E. Dodge, Charles B. Sackett, Josiah O. Low, Thomas F. Youngs, C. A. Hand, Horace Gray, James Low, Winthrop G. Ray, John D. Hewlett, Samuel Hutchinson, Edmund W. C. 1y feb17-76

JOHN D. JONES, President. CHARLES DENNIS, Vice-President. W. H. H. MOORE, 2d Vice-President. feb17-76

WHALING GUNS.

The subscriber flatters himself that his TOMB LANCE for killing whales has the reputation so thoroughly established, that any commerce in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same. The Lances are for sale by the following Agents, and at the manufactory, by J. A. BRAND. Norwich, Ct., Feb. 29th, 1876.

AGENTS.
Edward P. Haskell, New Bedford, Mass. Union Wharf Co., Provincetown, Mass. Heman Smith, 21 Fulton street, Boston. Crocker, Wood & Co., New York City. Williams & Barns, New London, Ct. J. C. Merrill & Co., San Francisco, Cal. A. W. Pierce & Co., Honolulu, H. I. F. A. BARKER, Russell, Bay of Islands New Zealand. feb29-76.

CORDAGE.

THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish all short notice
GANGS OF RIGGING, of all sizes, and of the best manufacture. **MANTILLA AND HEMP WHALE LINE,** made from pure Mantilla and Russia Hemp. All orders sent to L. A. PLUMMER, Treasurer, Rotch's Square, New Bedford, Mass., will be promptly attended to.

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING!
A Large and New Stock of
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF

WHALEMEN'S INFITTING AND OUTFITTING GOODS,

PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,
WILLIAM R. WING,

JOHN WING,
HIRAM W. WENTWORTH.



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York.

DOANE & CO.

DISSOLUTION AND REMOVAL

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—
FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade!

The business hereafter will be conducted under the style of DOANE & Co.

P.S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.,

—DEALER IN—
FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
CLOTHING!
Custom and Ready Made
GENTS' FURNISHING GOODS
Fine and Fancy SHIRTS, DRAW-
ERS, TIES, HATS, and
CAPS, and PAPER COLLARS,
etc., etc.



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,

A cordial invitation is extended to my SEA-FARING FRIENDS to call and exam-
ine before purchasing elsewhere.

WHALEMEN ATTENTION!

Bomb Guns and Lances.

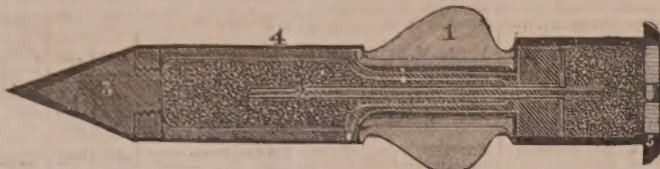


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,

— ALSO —

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing

IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.
EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,

NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle
man's, Furnishings of every description, also a complete assortment of Cloths, Cassimeres
&c., and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality to all of which our seafaring friends and the public are invited to inspect
garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.
LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,

MERCHANT



TAILOR,

No. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

Boston, Clinton, Fitchburg & New Bedford R. R.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday June 6th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, 10.15 A. M., and 3.40 P. M. Return
7.30, 11.10 A. M., 4.35 and 5.30 P. M.
Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.

Providence, at 7.30, 10.15 A. M., 3.40, and 5.20
P. M. Return, 8.00, 10.50 A. M., 4.40, and 7.
40 P. M.

Providence, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.00, 10.50 A. M., 4.40, 7.40 P. M.
Taunton, at 5.30, 7.30, 8.30, 10.25 A. M., 3.40,
and 5.20 P. M. Return, 6.32, 9.00 A. M., 12.10,
5.45, 6.50, 8.20, P. M. Dean street station
4.20 P. M.

Myricks, at 5.30, 7.30, 8.00, 10.25 A. M., 3.40 and
5.20 P. M. Return, 6.45, 9.20, A. M., 12.25, 4.40
6.00, 7.05 P. M.

Howland's, at 5.30, 8.00 A. M. and 3.40 P. M.
Return, 9.30 A. M. and 6.10 P. M.
East Freetown, at 5.30, 7.30 A. M. and 3.40 P. M.
Return, 9.30 A. M. and 6.10 P. M.

Brady's, at 5.30, 8.00, A. M., and 3.40 P. M.
Return, 9.30 A. M. and 6.20 P. M.
Acushnet, at 5.30, 7.30, 10.25 A. M. and 3.40
P. M. Return, 9.45 A. M. and 6.25, 7.30 P. M.

Worcester via Mansfield and South Fra-
mingham, at 5.30, A. M., 3.40 P. M.
Lowell, at 5.30, A. M., 3.40 P. M.
Fitchburg, at 5.30, A. M., 3.40 P. M.

Fall River, at 7.30, 10.25, A. M., 3.40 and 5.20
P. M. Return, 11.15, A. M., and 3.38 P. M.
Newport, at 8.00 A. M., and 3.40 P. M. Return
at 2.55 P. M.

Worcester via Fall River and Stonington,
at 5.20 P. M. Return, at 5.00 P. M.
New York via Shore Line, at 7.30, 10.25 A. M.,
and 5.20 P. M. Sundays 8.45 P. M. Return,
8.00, A. M., 1.00 P. M. Sundays,
10.00, P. M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.06, 11.10 A. M., and 4.30 P. M.
Return, 7.30, and 11.10 A. M., 2.00, 4.35,
and 5.30, P. M.

Providence, at 5.25, 8.10, 11.15 A. M., and
1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
10.50 A. M., 4.40, 6.20, and 7.40 P. M.

Passengers for way stations between
Mansfield and Boston, in the morning will
take the 5.30 A. M. train from New Bedford,
and the 6.12 A. M. train from Taunton.

*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.20, A. M., and 2.40 P. M.
Mattapoisett, at 7.20 A. M., 2.40 and 4.40 P. M.
Marion, at 7.20 A. M., 2.40 and 4.40 P. M.
Tremont, at 7.20 A. M., 2.40 and 4.40 P. M.
Cape Cod, at 7.20 A. M., 2.40 and 4.40 P. M.

Nantucket, at 7.20 A. M., Tuesdays, Thurs-
days and Saturdays.
Plymouth, at 7.20 A. M., and 2.40 P. M.

LEAVE BOSTON, via Old Colony Railway,
at 8 A. M. and 4.00 P. M.

LEAVE SANDWICH, at 7.30 A. M., 2.58 P. M.
LEAVE HYANNIS, at 6.45, A. M., 2.05
P. M.

LEAVE TREMONT, at 10.10 A. M., 3.55 and
5.40 P. M.

LEAVE MARION, at 10.22 A. M., 4.10 and 5.59
P. M.

LEAVE MATTAPoisETT, at 10.34 A. M., 4.25
and 6.11 P. M.

Passengers from Way Stations on Old Col-
ony Railway will take the 3.55 P. M. train
from Boston.

June 6, 1876. WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union street, daily, (Sundays excepted,
for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known
to the public, now offers superior facilities to
all persons wishing to transact business
in the principal cities and towns in the United
States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Comps, &c., promptly collected. Goods of
all descriptions forwarded with despatch.

* This Express connects with steamer Mon-
ohasset for Wood's Hole, (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.
Providence, 34 Dorrance street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.,
New Bedford, May 20, 1876.

DAVENPORT, MASON & Co.'s
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with A. T. H. Express
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 5th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co
New Bedford, Sept. 3d 1867.

POTTER & CO.'S
New Bedford and New York
DAILY EXPRE S.

Via New Bedford and New York
Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICE:—In New York, at 105 Wall
Street; No. 346 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 19 Commercial Wharf.
Orders can be found at Lawton's Drug
Store, corner of Purchase and Union streets

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to own-
ers of whaling vessels, that they have succeeded in getting the tonnage duty
removed from whaling vessels visiting this port
for the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty cents
per barrel of 31 gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was her-
etofore imposed.

The expenses attendant on shipment of oil at
this port are as follows:
A Package duty of twenty-four cents per bar-
rel Harbor dues, \$3; Secretary's fee, 65; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however,
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil, the rate
of One Dollar and Twenty Cents per barrel, in-
stead of New York or Boston price of all other
charges except insurance, which will be effected
on the most favorable terms when required.

Masters of whaling vessels when coming into
the harbor are particularly cautioned against em-
ploying the services of any persons offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also infor-
med that the middle part of Carline Bay,
from Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Keel, (on
the latter of which a large wooden Luzzette is
erected), is of great depth, varying from 20 to 50
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 5th
of the following month. All letters forwarded to
our care will be promptly received, and delivered
as addressed. Masters of vessels calling on the
Harbor and not wishing to anchor may obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer
and will incur the expense of that officer
fee—\$1.

New Bedford papers always on file for trans-
mission. W. P. LEACOCK & CO.
Nov 22/84

RUSSELL, BAY OF ISLANDS, N. Z.,
FREDERICK A. BARKER,
COMMISSION MERCHANT, SEIP AND
CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to
ship masters visiting this port in pre-
paring supplies.
Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.
Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.

Charges on goods addressed to our care
advanced, and added to Bill of Lading.
Particular attention paid to chartering of
vessels, insurance effected, &c., &c.
June 30/74

ISAAC McKIM COOKE,
SHIP CHANDLER,
Grocer & Provision Merchant,
NAVAL CONTRACTOR & C.

WHATLEMEN'S STORES of all kinds
furnished at LOWEST PRICES.
MAIN STREET, PANAMA,
U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.
Sept 10/87

ISAAC H. MARKS,
VALPARAISO, CHILL,
GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILL.

All business entrusted to my care
will receive prompt and careful attention.
References:—Charles F. Howland, Orisk
Smalley, New Bedford. 1y Dec 8/74

New Bedford and New York
STEAMSHIP COMPANY.

DAILY LINE.
Fare Cheaper than by any other
Route.

Steamer CITY OF NEW BEDFORD,
A. C. FISH, Commander.

Steamer CITY OF FITCHBURG,
C. H. SPRINGER, Commander

On and after MONDAY, Nov.
8th, the Steamers of this Line
will run daily, (Sundays ex-
cepted), between New Bedford
and New York, leaving New Bedford, from
Commercial wharf, at 3.30 P. M., and New
York, from Pier 39, East River (near foot of
Market street), at 4.30 P. M.

The accommodations for passengers and
freight are first-class. In every respect, hat-
ing all the modern improvements possible
for steamers of this class.

Passengers from New York make close
connections with steamers for Martha's
Vineyard, Woods Hole, Oak Bluffs,
Falmouth Heights, Edgartown, Nantucket,
and with the New Bedford Railroad for
points on those roads and connections.

Staterooms may be secured at the Park
House, or on board the steamers in New
Bedford, and on board the steamers in New
York; also on board the Vineyard steamers
Fare \$5 each way.

Freight forwarded to all points West and
South at the lowest rates.
Positively no freight received after 3
o'clock.

For further information apply at office of
BARKING & DAVIS, Agents, 45 South street,
New York, and at Office of Company, 6 Com-
mercial wharf.

June 20/75-76 FRANK H. FORBES, Agent.

MARTHA'S VINEYARD,
WOODS HOLE, FALMOUTH HEIGHTS
VINEYARD HAVEN, VINEYARD
HIGHLANDS, OAK BLUFFS,
AND EDGARTOWN.

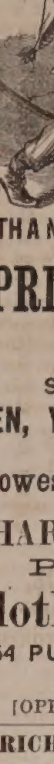
SPRING ARRANGEMENTS.

The steamer MARTHA'S
VINEYARD, Capt. Benjamin
G. Cromwell, or MRS.
O'HANLEY, Capt. Charles
C. Smith, will run between New Bedford
and Edgartown, on and after Monday, May
1st, leaving Edgartown daily at 7 A. M.,
making close connections with trains for
Boston, Providence, New York, &c., re-
turning, leave New Bedford at 1 P. M., be-
ing the hour of the arrival of the mid

JUNE 13, 1876.

VESSELS NAME.	T'N	MASTERS.	AGENT'S NAME	DATE OF SAILING	WHERE BOUND.	LATEST REPORT.				AN.		T'N		ON	
						SP.	WH.	SP.	WH.	SP.	WH.	SP.	WH.		
NEW BEDFORD.															
A R Tucker, bark.	129	Baker.	Joseph & William R Wing.	November . . .	26, 74	Atlantic Ocean.	No date, at sea, no lat &c.			450			50		
Abm R Tucker, bark.	129	Fraser.	Joseph & William R Wing.	October . . .	26, 74	Pacific Ocean.	April 28, 76, at sea, no lat &c.			150	.80		150	.80	
Abm R Tucker, bark.	115	Fisher.	Jonathan Bourne, Jr.	May . . .	4, 75	Atlantic Ocean.	No date, at sea, no lat &c.			150			150		
Abm R Tucker, bark.	160	Reed.	William Lewis.	April . . .	29, 75	Atlantic Ocean.	March 15, 76, at sea, lat 13 N, lon 43 W.			150			150		
Abm R Tucker, bark.	160	Hickmott.	Ivory H Bartlett & Sons.	March . . .	27, 75	North Pacific Ocean.	April 19, 76, sailed from Honolulu.			150	1650		150		
Acors Barnes, bark.	327	Snell.	Jonathan Bourne, Jr.	August . . .	9, 75	Atlantic Ocean.	No date, at St Helena.			230			105		
Adeline Gibson, bark.	219	Sinclair.	John T Richardson.	May . . .	23, 75	Hudson's Bay.	No date, at sea, no lat &c.			230			105		
A Hough, bark.	347	Fisher.	Jonathan Bourne, Jr.	June . . .	7, 75	Pacific Ocean.	Arrived May 1, 76, 630 sperm 125 whale.			230			105		
Adeline Gibson, bark.	219	Snell.	Jonathan Bourne, Jr.	May . . .	23, 75	Hudson's Bay.	Arrived June 8, 75, 400 sperm.			230			105		
Arnold, bark.	294	Joseph & William R Wing.	Joseph & William R Wing.	In port . . .			August 25, 75, at Ternate.			200			200		
Atlantic, bark.	230	Bourne.	John P Knowles, 2d.	July . . .	16, 74	Indian Ocean.	No date, at sea, no lat &c.			200			200		
Avola, bark.	230	Bourne.	John P Knowles, 2d.	July . . .	16, 74	Indian Ocean.	No date, at sea, no lat &c.			200			200		
BART GOSNOLD, BARK.															
Bart Gosnold, bark.	365	Robinson.	Charles R Tucker & Co.	May . . .	23, 75	Atlantic Ocean.	Arrived May 2, 72, 85 sperm 300 whale.			200			200		
Bounding Willow, bark.	323	Gifford & Cummings.	Gifford & Cummings.	In port . . .			Arrived April 25, 76, 375 sperm 875 whale.			200			200		
Callao, bark.	229	Crane.	Taber, Gordon & Co.	November . . .	30, 75	Indian Ocean.	No date, at sea, no lat &c.			200			200		
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WE HAVE
OPENED



WITH A NEW AND ELEGANT STOCK
—OF—
SPRING CLOTHING.
SUITABLE FOR
MEN, YOUTHS, AND BOYS,
AT THE VERY
Lowest Market Prices,
A T
CHARLES FISHER'S
POPULAR
Clothing House,
64 PURCHASE STREET,
NEW BEDFORD, MASS.
[OPPOSITE CITY CLOCK.]

RICHARD S. HOWLAND,
SHIPPING
AND
COMMISSION MERCHANT,
No. 313 Davis Street,
SAN FRANCISCO,
California.
P. O. Box 382.
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George & Matthew Howland, } N. Bedford
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H. A. POLHAMUS **H. A. POLHAMUS, JR.**
H. A. POLHAMUS & SON,
SUCCESSORS TO
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IN
OILS, WHALEBONE, & C.,
OFFICE, 140 FRONT STREET,
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ESTABLISHED 1841.
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SOUTHWARD POTTER, 2D.
ACCOUNTANT,
No. 104 Union Street, (Up Stairs).
NEW BEDFORD, MASS.
Mr. Potter attends particularly to the
settlement of Whaling Voyages, and mak-
ing up Disbursement Accounts. Any ac-
count entrusted to him, will be faithfully
attended to. tf ept22'74

CHARLES R. SHERMAN,
DEALER IN
NAUTICAL, MATHEMATICAL, AND
OPTICAL INSTRUMENTS,
Charts, Nautical Books, Patent
Logs, Stationery, &c.,
No. 49 North Water Street,
NEW BEDFORD.
SEXTANTS, QUADRANTS, SPY-GLASS
COMPASSES, &c., repaired in a workmanlik
manner, and on reasonable terms.
All orders thankfully received and
promptly executed.
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THE TAUNTON COPPER CO
OFFER FOR SALE
Yellow Metal and Copper Sheathing,
BOLTS, SPIKES, NAILS, & C.
Old Metal taken in exchange for new
John P. Knowles, 2d, Agent.
Corner Commercial and Front Streets
NEW BEDFORD, MASS.
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I. H. BARTLETT & SONS,
(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles, &c.
ON COMMISSION.
NEW BEDFORD, MASS.
IVORY H. BARTLETT,
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J. C. MERRILL & Co.,
SHIPPING AND COMMISSION MERCHANT
204 & 206 California Street,
SAN FRANCISCO, CAL.
Particular attention paid to the sale of
Merchandise, Purchasing and shipment of Cal-
ifornia and Oregon Produce, chartering of ves-
sels effecting Insurance, &c.
Liberal advances made on consignments.
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William J. Rotch,
Leander A. Plummer,
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William H. Matthews,
Weston Howland,
George Barney,
Edward Merrill,
S. Griffiths Morgan.
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H. B. McKAY,
SHIPPING & COMMISSION MERCHANT,
IMPORTER OF AMERICAN PRODUCE,
SANTA CRUZ, TENERIFFE,
CANARY ISLANDS.

SOLICITS consignments of vessels, also
of cargoes for transhipment to the Uni-
ted States.

N. B. The attention of Merchants and
Captains engaged in the whaling busi-
ness is called to this port as being favorable for
refitting their ships and forwarding (1) to
the United States, it being a good harbor,
a free port and freight procured at low
rates. A vessel will be dispatched for New
York in December or January of each year.

REFERENCE.—Messrs. Yates & Portfield,
115 Wall street, New York, to whom apply
for further information.

Jan 19/75 1y

HOBART TOWN----- (Tasmania.)
ROBERT R. REX,
Shi · Chandler and Whaling
Agent.

Whalemen's Stores of all kinds furnished
at lowest prices.

Letters for American Whalers for-
warded to me, will be delivered as adre-
ssed. 1y oct26/75.

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GEORGE F. WILSON. JOHN BRAKEMEIER
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ALL BUSINESS connected with
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Exchange bought and sold.

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BOSTON WEEKLY JOURNAL,
FOR THE CENTENNIAL YEAR,
1876.
ORGANIZE YOUR CLUBS.

"In order to keep well posted on news,
politics and the affairs of a busy world, I
find THE BOSTON WEEKLY JOURNAL" the
most valuable paper in New England for
family reading.

THE NEWS OF THE WEEK
Carefully Compiled Expressly for
the Paper.

The year 1876 promises to be full of inter-
est and incident in this country. It will
not only be a year of great excitement on
account of the Presidential election, but the
Centennial Exhibition at Philadelphia, can-
not fail to impart to the Summer months an
amount of incident without precedent in
the annals of our country. The resources
of Journalism will be tested, for thousands
who will be unable to be present in person
will depend upon the newspapers for full
and accurate reports of the grandest peace
event in the history of the United States.
To obtain correct information of all that is
passing for the benefit of the readers of THE
BOSTON WEEKLY JOURNAL will be the duty
of its publisher.

The political events of the year will be
full of significance. While THE BOSTON
WEEKLY JOURNAL is pronounced in its po-
sition, opinion and attitude, to be the duty
they owe to all political organizations to
give full and impartial reports of their
meetings. The merit is accorded THE BOSTON
WEEKLY JOURNAL of giving to its po-
sible opponents a measure of fairness, es-
pecially in the way of information relating
to movements, nominations and speeches,
rarely found in the so-called party news-
papers.

FAMILY READING. Varied and attractive
to please the tastes of the intelligent
classes.

THE MARKETS fully reported for the ben-
efit of Farmers and Traders.

THE CENTENNIAL. The events of the
Great Exhibition will be fully chronicled.

AGRICULTURAL ARTICLES of a Practical
nature, under the head of "The Farm and
the Garden."

POLITICAL EDITORIALS and political
news presented fully and fairly.

RELIGIOUS INTELLIGENCE, giving move-
ments of ministers and news of interest to
all denominations.

NEW ENGLAND ITEMS, being a record of
interesting incidents carefully culled.

REPORTS OF ALL MEETINGS of interest
relating to Science, Literature, Education,
and Domestic and Social Economy.

TERMS.

One copy, \$2.00
Five copies to one address, 8.50
Ten copies to one address, 17.00
And an extra copy to the getter-up of a
Club of ten.

POSTAGE INCLUDED IN THE ABOVE RATES.

Any one remitting us \$2 will receive the
Boston Weekly Journal during 1876, postage
included.

The money in all cases must accom-
pany the order, and be addressed to

JOURNAL NEWSPAPER CO.
BOSTON.

BOSTON SEMI-WEEKLY JOURNAL
FOR 1876.
PUBLISHED TUESDAYS AND FRIDAYS

The current news carefully selected and
arranged twice a week, presenting an at-
tractive paper for subscribers who wish to
be more fully informed regarding the lead-
ing events of the year than furnished by
any other publication. It contains all the
news of that paper, with the news, general
reading and information given in a more cop-
ious form. It also contains the

MARINE NEWS
which is of especial attraction to Mariners,
Shippers and residents of sea-port towns.

TERMS.

One copy, \$4.00
Five copies to one address, 17.00
Ten copies to one address, 34.00
And an extra copy to the getter-up of a
Club of ten.

Postage Included in the Above Rates.

Any one remitting us \$4 will receive the
Boston Semi-Weekly Journal during 1876,
postage included.

THE BOSTON DAILY JOURNAL.
PUBLISHED MORNING AND EVENING
THE CHEAPEST DAILY
IN NEW ENGLAND.

One copy, one year, postage included, \$9. 00
" " six months, " " 4 50
" " three months, " " 2 25

Contains all the news at the earliest mo-
ment, carefully classified and arranged.

Its circulation is more than that of the
combined circulation of any three papers
of its class printed in New England. Ad-
vertisements in THE JOURNAL go into both
the Morning and Evening Journals, and
our Weekly edition sends all the advertise-
ments of insertion in two papers. Address

THE JOURNAL NEWSPAPER COM-
PANY, BOSTON.

—President William A. Stearns of Amherst College died suddenly of paralysis of the heart on the 8th inst.

—In Newport, Jesse D. Mitchell has been sentenced to twenty years in the State Prison for knocking down and robbing Dr. A. L. Sands. Dr. Sands has not yet recovered from the effect of the blows he received, nearly a year since.

—The Nashua and Lowell Railroad company, whose business showed a loss \$80,000 year before last, has succeeded in pulling through last year with a profit of \$100,000, less than one per cent. of the business done.

phen Girard's ships, built in Philadelphia in 1801) is still in existence. Among the celebrated China traders of a generation ago may be mentioned the Natchez, belonging to Messrs. Howland & Aspinwall, which made the passage from Hong Kong to New York, in command of Robert S. Waterman, in 67 days, with her cargo never been matched by any other craft before or since.

It is proposed to establish a Zoological Garden in Boston.

DIED.

In this city, 6th inst. Bridge, wife of Richard Dunley, 40; 6th inst. Betsey, widow of the late Joseph Mosher, 82 years and 8 months; 3d inst., Samuel, son of Caleb and Mary Handy, 19 years and 2 months; 2d inst., Macy, wife of Jeremiah Coughlin, 60; 6th inst., the remainder of her son-in-law, Matthew Howland, Susanna, 2 months of age; Burlington, N. J., 86; Thomas J. Engleton, 80; 7th inst., George W. Gibbs, 63; Salem T. Grew, 62; 8th inst., Edward Watson, 73; 9th Captain Giles H. Winslow, 67; Eliza Munch, 6th inst., 67.

In Dartmouth, 6th inst., Comfort, wife of Holder Bates, 75 years; 4 months 26 days.

In Marion, 9th inst., Timothy Clifton, 71 years 10 months and 16 days.

In Boston Highlands, 1st inst., Daniel Robertson, formerly of this city, 52 years and 9 months.

In San Francisco, 19th ult., Captain Isaac Bursley, formerly of Barnstable, 69.

WANTED. We will give energetic men and women

Business that will Pay

from \$4 to \$3 per day, can be pursued in your own neighborhood, and is strictly honorable. *Particulars free*, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address

J. LATHAM & CO.,
419 Washington St., Boston, Mass.
P. O. Box 2, 151. my3-3m

CORDAGE.
THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish a
port notice
GANGS OF RIGGING,
all sizes, and of the best manufacture.
MANILLA AND HEMP WHALE LINE,
made from pure Manilla and Russia Hemp.
All orders sent to L. A. PLUMMER, Treasurer,
Roth's Square, New Bedford, Mass.,
will be promptly attended to.

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into Garments as
ordered by customers.



READY MADE CLOTHING
A Large and New Stock of
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING,
WILLIAM R. WING, HIRSH W. WENTWORTH.



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—

FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade!

The business hereafter will be conducted under the style of DOANE & Co.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

—DEALER IN—

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
CLOTHING
Custom and Ready Made
GENTS' FURNISHING GOODS
Fine and Fancy SHIRTS, UNDER-
SHIRTS, AND DRAWERS, Hats,
and Caps, PAPEL COLLARS,
Etc., Etc.



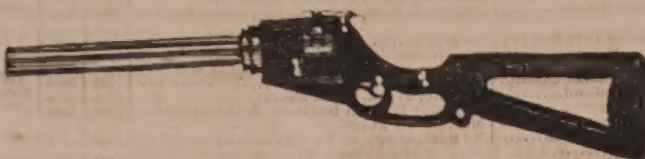
"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,

A cordial invitation is extended to my SEA-FARING FRIENDS to call and exam-
ine before purchasing elsewhere.

WHALEMEN ATTENTION!

Bomb Guns and Lances.



THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH- LOADING BOMB GUNS,

— ALSO —

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

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108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE. Men's Youth's and Boys' Clothing

IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO FELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,

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DEALERS in all kinds of English, French, German and American Dry Goods and Gentle
man's, Furnishings of every description, also a complete assortment of Cloths, Cassimeres,
and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality, to all of which our seafaring friends and the public are invited to inspect
Garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN.

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MOSES C. SWIFT,



NO. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for:

MEN'S AND BOYS' WEAR

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

Boston, Clinton, Fitchburg & New Bedford R. R.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday June 5th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, 10.15 A. M., and 3.40 P. M. Return
7.30, 11.10 A. M., 4.35 and 5.30 P. M.
Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.

Providence, at 7.30, 10.15 A. M., 3.40, and 5.20
P. M. Return, 8.40, 10.50 A. M., 4.40, and 7.
40 P. M.

Providence, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

Taunton, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

Martha's Vineyard, at 7.30, 10.15 A. M., 3.40, 5.20
P. M. Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

Myricks, at 7.30, 10.15 A. M., 3.40, and 5.20
P. M. Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

Howland's, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

East Freetown, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

Brady's, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

Aquashnet, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

Worcester via Mansfield and South Fra-
mingham, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

Lowell, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

Fitchburg, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

Fall River, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

Newport, at 7.30, 10.15 A. M., 3.40, 5.20 P. M.
Return, 8.40, 10.50 A. M., 4.40, 7.40 P. M.

New York, via Fall River and Stonington,
at 7.30, 10.15 A. M., 3.40, 5.20 P. M. Return,
8.40, 10.50 A. M., 4.40, 7.40 P. M.

New York via Shore Line, at 7.30, 10.15 A. M.,
and 5.20 P. M. Sundays 8.45 P. M. Return,
8.40, A. M., 1.00 P. M. Sundays,
10.00, P. M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.05, 11.10 A. M., and 4.30 P. M.
Return, 7.30, and 11.10 A. M., 2.00, 4.35,
and 5.30 P. M.

Providence, at 5.25, 8.10, 11.15 A. M., and
1.40, 4.35 and 5.00 P. M. Return, 8.00, 9.15,
10.50 A. M., 1.40, 5.20, and 7.40 P. M.

Passengers for way stations between
Mansfield and Boston, in the morning, will
take the 5.30 A. M. train from New Bedford,
and the 6.12 A. M. train from Taunton.

*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.20, A. M., and 2.40 P. M.

Mattapoisett, at 7.20 A. M., 2.40 and 4.40 P. M.
Marion, at 7.20 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.20 A. M., and 2.40 and 4.40 P. M.
Cape Cod, at 7.20 A. M., and 4.40 P. M.

Nantucket, at 7.20 A. M., Tuesdays, Thurs-
days and Saturdays.

Plymouth, at 7.20 A. M., and 2.40 P. M.

LEAVE BOSTON, via Old Colony Railway,
at 8 A. M., and 4.00 P. M.

LEAVE SANDWICH at 7.30 A. M., 2.58 P. M.
LEAVE HYANNIS, at 6.45, A. M., 2.05
P. M.

LEAVE TREMONT, at 10.10 A. M., 3.55 and
5.40 P. M.

LEAVE MARION, at 10.22 A. M., 4.10 and 5.59
P. M.

LEAVE MATTAPoisett, at 10.34 A. M., 4.25
and 6.11 P. M.

Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.

WARREN LADD, Sup't.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 12 Union Street, daily, (Sundays excepted)
for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known to
the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the Uni-
ted States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Comps, &c., promptly collected. Goods of
all descriptions forwarded with despatch.

This Express connects with steamer Mon-
ahanett for Wood's Hole (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).

H. & Co., have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.

Providence, 34 Dorrance street.
Taunton, 2 Bank Exchange.

New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.

New Bedford, May 20, 1876.

DAVENPORT, MASON & CO.'S

NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 5th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & CO

New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—In New York, at 105 Wall
Street, and Pier 39 East River, New
Bedford, at No. 19 Commercial Wharf.

Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to own-
ers and masters of whaling vessels, that
they have succeeded in getting the tonnage duty
removed from whaling vessels visiting this port
for the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of fifty gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:

A Package duty of twenty-four cents per bar-
rel. Harbor dues, 50; Secretary's fee, 50; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 500 tons,
\$3.50; not exceeding 800 tons, \$5; exceeding
800 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply 200
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 500 tons,
\$3.50; not exceeding 800 tons, \$5; exceeding
800 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any persons holding them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Carlin's Bay,
from North to a Southerly direction, between
Needham's Point Buoy, and Pelican Keel, (on
the latter of which a large wooden Lazaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 10
to 8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 15th
of the following month. All letters so forwarded
to our care will be safely received, and delivered
as addressed. Masters of vessels calling off the
Harbor and wishing to anchor may obtain their
letters by a messenger at anchor, or by a messenger
having been first boarded by the Health Officer,
—and will incur the expense of that officer's
fee—\$1.

New Bedford papers always on file for inspec-
tion.

W. P. LEACOCK & CO.

nos 22/64

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

Offers every facility and dispatch to
ship masters visiting this port in pro-
curing supplies.

Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.

Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.

Charges on goods addressed to our care
advanced, and added to Bill of Lading.

Particular attention paid to chartering of
vessels, insurance effected, &c., &c.

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant

The Whalemens' Shipping List,

NEW BEDFORD:
TUESDAY MORNING, JUNE 20, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone to the United States, for the week ending June 19, 1876.

	Bls.	Sp.	Wh.	Bone.
New Bedford, Bark President,	60	...	...	...
Total	10,627	25,967	68,778	...
Previously,	10,627	25,967	68,778	...
From Jan. 1, to date,	10,627	25,967	68,778	...
Same time last year,	12,495	24,168	184,196	...

Exports for the week ending June 19, 1876:

	Sp.	Wh.	Bone.
Previously,	8,512	8,386	30,502
From Jan. 1, to date,	8,512	8,386	30,502
Same time last year,	8,254	4,097	137,368

NEW BEDFORD OIL MARKET.

For the week ending June 19.

SPERM.—Continues in fair demand, with sales of 375 bbls. for export, at \$1.35, and 235 do. in parcels, for manufacture, on private terms.

WHALE.—Has been in little better request, and sales were made of 600 bbls. Northern, for manufacture, on private terms, but supposed at 56 cents per gallon.

WHALEBONE.—Sales have been made of 4,800 lb. Arctic, at \$2 1/2 B. currency, for export.

FOREIGN OIL MARKET.—The circular of Messrs. Bown, Gamie & Co., dated London, June 1st, says:—Crude Sperm is quite neglected, at 28 1/2 p. t. n.

Whalebone.—Our market keeps very firm, but there not being any stock in importers' hands, quotations are nominal.

LETTERS.

A letter from Capt. Gifford, of bark Vigilant, of this port, reports her at Panama, May 20th, with 400 bbls. oil last cruise—500 bbls. sperm all sold. Would ship oil home and sail on a short cruise in the Bay, hump-backing.

A letter from Capt. Dowden, of bark Lancer, of this port, reports her at Barbadoes, no date, with 300 bbls. sperm oil, which he had shipped—400 bbls. sperm all sold.

A letter from Capt. Lewis, of bark Morning Star, of this port, reports her at Talcahuano, April 25th, with 300 bbls. sperm oil on board; and was ready for sea, having refitted for one year.

A letter from Capt. Fraro, of bark Lydia, of this port, reports, touched at Pernambuco, May 12th; had taken 250 bbls. sperm oil since last report.

A letter from Capt. Handy, of bark Mary & Susan, of this port, reports her at Talcahuano, April 14th, ready for sea; would return about November 1st.

A letter from St. Helena, dated May 11th, reports the arrival there that day of bark Palmiste, Bolles, New Bedford, with 300 bbls. sperm oil, which would be shipped by brig William & Anthony, to leave in a week or so with sperm oil as follows:—250 bbls. from bark President, 24; 376 do. from bark Ocean; 180 from bark Adeline Gibbs; 10 do. from bark Fraco.

A letter from Capt. Millard, of bark Louisa, of this port, reports her at St. Helena, April 24th, expected to sail that day on a cruise.

A letter from Capt. Allen, of bark Mars, of this port, reports her at Talcahuano, May 24, to sail that day for Massachu.

A letter from Capt. Herdenden, of bark Falcon, of this port, reports her at Talcahuano, April 11th, having had a rough passage around Cape Horn, and lost jibboom and waist boat; off Socorro took a whale but saved only 50 bbls. oil on account of bad weather.

A letter from Capt. Turner, of bark Napoleon, of this port, reports her at Talcahuano, April 26th, ready for sea; had 160 bbls. sperm oil taken last cruise.

A letter from on board bark Canton, Sherman, of this port, reports her at Albany, N. H., March 30th, with 475 bbls. sperm oil all sold.

A letter from Capt. Moulton, of bark Martine, of this port, reports her at Port Williams, Stewart's Island, April 14th, shipping oil by the Eliza Adams, which would sail in two days.

A letter from Capt. Sherman, of bark Hercules, of this port, reports her at sea, April 21st, with 170 bbls. sperm oil, all well—bound to Off Shore Ground.

A letter from on board bark Perry, Bassett, of Edgartown, reports her at Bravo, C. Y., April 25th, with 85 bbls. humpback oil last cruise. Would be at Bermuda July 1st.

A letter from Capt. Smith, of bark Ohio, 24, of this port, reports her at Fayal, May 24, having landed 200 bbls. sperm, (taken since leaving there in March) for shipment home—expected to sail that day. Reports that bark Midas, Lapham, do. sailed from there that day, having landed 120 bbls. sperm oil.

A letter from Capt. Nye, of bark Mary Frazier, of this port, reports her at Bay of Islands, May 24, having taken 60 bbls. sperm and 200 do. whale oil the last year. Had taken on freight 1,000 bbls. from bark Matilda, do. Sears and Gazelle, and would sail that day to cruise and be at home in September or October.

A letter from Capt. Thomas, of bark Merlin, of this port, reports her at sea, June 9th, 1st, 21, 24, with 1,700 bbls. oil all sold. Reports April 27th; barks Charles W. Morgan, Tinkham, do. 360 sperm all sold; May 24, Osprey, Crapo, do. 700 do. do.; 15th, schr. Louisa A., Senter, Boston; 190 do. do.; 17th, bark Lancer, Dowden, New Bedford, 425 do. do.; Sarah B. Hale, Slocum, do. 316 bbls. taken on that ground; Andrew Hicks, Howland, Westport, 1,000 all sold; June 7th, E. B. Phillips, Francis, Boston, trying 3 small whales.

A letter from Capt. Slocum, of bark Sarah B. Hale, of this port, reports her at Barbadoes, May 24th. Had shipped by brig Elvie Allen, 297 bbls. sperm oil; bark Pioneer had shipped 296 bbls. by same vessel.

A letter from Capt. Cleveland, of bark Hadley, of this port, reports her at Barbadoes, May 26th, having taken 300 bbls. sperm this cruise.

—A verdict for \$12,000 has been rendered by the Supreme Court in favor of Adams & Butterworth against the city of Providence for injury to the water of Hospital Pond by the flow of sewage into it.

THE REPUBLICAN NOMINATION.

The Republican National Convention assembled in Cincinnati on the 14th inst., and were called to order by ex-Governor Morgan, who called to the chair Theodore M. Pomeroy of New York as temporary chairman; and was permanently organized by the choice of Edwin McPherson of Pennsylvania as President, and Vice Presidents representing the several States of the Union. After the appointment of committees on resolutions and credentials the Convention adjourned to the following day. The second day was marked with animated debates on the important questions relating to the nominations, and numerous candidates were proposed. Rules and orders of business, report of committee on credentials, and a platform of resolutions were adopted.

On the third day RUTHERFORD B. HAYES, of Ohio was nominated for President on the 7th ballot.

The nomination for Vice President was then taken up and WILLIAM A. WHEELER of New York, received 366 votes. Further balloting was dispensed with, and both nominations were declared unanimously.

At the outset, Mr. Blaine's friends were numerous and persistent, and when on the 6th ballot he received 306 votes they went wild. But Indiana started a panic, Morton and Bristow were withdrawn, next came Kentucky going solid for Hayes; Louisiana and Massachusetts followed, and when New York called, 63 votes for Hayes and five for Bristow, the day was won. Pennsylvania wanted to stick to Blaine, but gave 20 for Blaine, 23 for Hayes, and the wave now set in motion was irresistible and Hayes rolled up 334 votes. The band played "Yankee Doodle" and congratulations poured in from all parts of the Union. "The strongest ticket that could be named," is the general verdict.

The following is a recapitulation of the votes for candidates for President:

	1st.	2d.	3d.	4th.	5th.	6th.	7th.
Blaine,	258	238	233	222	208	308	351
Bristow,	115	114	121	126	114	81	21
Conkling,	99	83	90	84	82	81	21
Morton,	124	111	113	108	95	85	...
Hayes,	61	64	67	68	105	113	384
Hartcraft,	38	63	68	71	69	30	...
Jewell,	11	...	...	...	...	...	...
Washburne,	...	...	...	...	...	...	...
Wheeler,	...	...	...	...	...	...	...

When the news reached Washington, Mr. Blaine sat in his office listening to the click of his private telegraph, and seizing his pen, instantly dashed off three dispatches, one to Hayes, extending congratulations and promising his support, and tendering thanks to his friends. Bristow does not appear to be disappointed at the result, while Conkling and Morton say little, but both appear pleased at the defeat of Blaine. The Republicans throughout the Union are jubilant.

BEAUTIFUL PICTURES.—We have received from the Fine Art Publishing House of Geo. Stinson & Co., Portland, Me., several pictures recently published by them. The subjects, as works of high art, deserves the highest praise. Messrs. Stinson & Co., were among the pioneers in the Fine Art publishing business in this country, and year by year their business has grown, until at the present time it has assumed colossal proportions. A short time since they published a Chromo that had a run of over one hundred and twenty-five thousand copies. They publish every description of fine works of Art, from a Chromo to a Photograph—from a fine Crayon drawing to the most elegant Steel Engraving. They are also publishers of the Centennial Record, a very large illustrated paper, devoted to whatever is of interest connected with the One Hundredth Birthday of the United States. Terms \$1 per year. The great Exhibition at Philadelphia is fully illustrated, and described.

Messrs. Stinson & Co., are at present in want of a large number of new agents, to whom they offer the most liberal inducements. We call attention to their advertisement, headed, "To the Working Class," in our advertising columns.

THE Massachusetts Press Association, numbering 143 gentlemen and ladies, during their recent visit to Philadelphia, were the guests of the Grand Exposition Hotel, and at their departure they unanimously adopted resolutions cordially thanking Manager Riley for the hearty and complete manner in which they had been entertained, and warmly commending the Grand Exposition Hotel to all visitors during the Centennial celebration; and moreover gratefully acknowledging the many courtesies extended to the Association by the corporation of Philadelphia and its people.

The New Bedford Commandery of Knights Templars adopted similar resolutions, assuring Manager Riley that the Sir Knights will take pleasure in recommending their friends to his care.

Barnum's great show has come and gone. The curious have been satisfied. They have had a view of the result of the great showman's last effort, and the sensation of the day has ceased to be of interest except as it serves as a subject for a quiet chat during leisure moments. Barnum certainly gives his visitors their money's worth. He presents the features of his exhibition in an attractive manner, and although his visitors expect a great deal he gives them what they expect. The combination reached the city at an early hour. The people were all out to see it. The streets through which it passed were lined with sight-seers. They came from all sections of the city, and the towns for miles around. The performance in the ring was a good one. Martinho Lowande is one of the very best bare-back riders ever seen in this country. He is graceful and daring, and attempts nothing in which he does not succeed. His act with his boy Tony is a remarkable one. The little fellow appears as much at home upon his father's head as when upon the ground, and does his share of the work in a manner clearly showing that he is not a mere tool in the hands of the principal performer.

—The President has nominated Franklin B. Goss to be Collector of Customs in place of Charles F. Swift, resigned.

ALABAMA AWARDS.—The Court of Commissioners have rendered the following judgments for loss of personal effects and wages:—Joseph Vera, administrator, \$270; Joseph Silva, \$310; William A. Condet, \$75; Joseph Thomas, \$370; Anna Silva administratrix, \$350; George W. Mosher, \$340.70; Edward S. Taber, administrator, 1,078.47; Antonio M. Lemos, \$290; Leonard E. West, \$266; Richard P. Dumphy, \$753.25; James T. Mosher, \$44.25; Simeon Doane, \$455; Antone Decosta, \$320; Thomas Conroy, administrator, \$600; John S. Gouavati, \$300; Manuel L. George, \$733.50; John L. George, \$670; Mirianna Kathrina, administratrix, \$270.

Ship Oenulgee—Charles A. Gifford, New Bedford, \$557; Joseph C. DeAvalar, alias Albert Johnson, New Bedford, \$482; Manuel Meedonea, Boston, \$330; Wendell H. Cobb, administrator, New Bedford, \$290; the same, \$205.

Ship Hector—Joseph E. Diaz, New Bedford, \$307; Joseph C. Hanon, New Bedford, \$450.

Schooner Kingfisher—Frank Rodinque, Boston, \$659; Manuel Joseph, New Bedford, \$601; Anthony Frates, New Bedford, \$575.

Interest on all of the above awards is paid at four per cent. from date of loss.

TEMPERANCE REFORM.—At the anniversary meeting in Boston of the various temperance organizations, Mr. Wendell Phillips referred to the statement that had been made by trustworthy authority that there was more crime in Massachusetts than in Italy. When we considered the great difference in the civilizations of the two nations and put this statement side by side with the fact, which he believed unquestioned, that, at the very least, three-quarters of our crime was attributable to drink, we would gain something like an adequate idea of the magnitude of this evil. He next stated that there were grog-shops in Boston on an average every thirty feet on the streets in the central part of the city, and every other one was unlicensed. The rum-sellers had opened 5,000 gates to hell in Boston; couldn't the Christians open at least 10,000 gates to Heaven? Speaking of the public opinion in favor of prohibitory laws, he said there was, indeed, not a majority on this side, but there was an immense minority, and he denied that the majority ruled. It was wealth and intellect that ruled, and it was this element which was in favor of prohibition, and the reason they didn't use their power was that they really didn't want to. The difficult question to answer was how to change the votes of the people, for it was a very different thing to change a man's opinion from changing his vote. He plainly told the temperance people that in allowing the streets to teem with places of temptation, they were themselves responsible in a great measure for the destruction of their fellow men.

HARPER'S MONTHLY.—This popular Magazine for July is received. The illustrated articles are:—The Ballad of Arabella; Block Island; "The Father of the Revolution"; Polly Pariah—a story; Macdonald's Raid; The Writer of the Declaration—a familiar sketch; Modern Dwellings—their construction, Decoration and Furniture—third paper, and The Bryant Face. The other articles are:—Clemence—a story; The Laurel Bush; an old-fashioned love story; The Poet and the Poem; Forgotten—a poem; A Woman-Hater—part I; Lord Macaulay and his Friends—concluded; Garth—a novel; Non Infrating the President; Coquette; Daniel Deronda—book V; Editor's Easy Chair; Editor's Literary Record; Editor's Scientific Record; Editor's Historical Record; and Editor's Drawer.

ACTION FOR TRESPASS.—At the term of the Superior Court held at Nantucket last week, by Judge Putnam, the case of Henry J. Bigelow vs. James C. Dunham was an action of tort for disturbance of the plaintiff's rights of shooting on Tuckernuck Island. Dr. Bigelow is the lessee of a tract of about 100 acres of land on the West Head of Tuckernuck, where he has a dwelling-house, which he occupies during the warm months, and this being a favorite haunt of plover, he has shooting stands and other arrangements for shooting plover and plans for inducing the birds to become wonted there. The defendant lives on Tuckernuck, and has been accustomed, for four years past, to use various methods to disturb the birds, and prevent Dr. Bigelow from carrying out his plans. These operations of the defendant were so persistent that an injunction was granted against him in 1875; and this action was to recover damages for the disturbance of the right. The defendant failed to attend, and left his counsel to try the case without him. Verdict for the plaintiff for \$250. The case goes to the Supreme Judicial Court on questions of law. George Marston for plaintiff, James Brown for defendant.

—Since the discovery of the deposits of borax and boracic acid in California three years ago the price of it in Staffordshire, where large quantities are used by the potters as a component part of the glaze, has fallen from £94 10 per ton to the present rate, £42 10.

Senator Blaine one of the prominent Republican candidates for nomination as President to succeed General Grant, suffered a severe attack from sunstroke in Washington on the 11th inst., from the effect of which he is slowly recovering.

—Mr. Mark Boyd, author of the "Reminiscences of Fifty Years," mentions that a Scotch gentleman of fortune on his death bed asked the minister whether, if he left a large sum to the Kirk, his salvation would be secure. The cautious minister responded: "I would not like to be positive, but it's well worth trying."

ARCTIC EXPLORATION.—Captain Allan Young sailed on the Queen's birthday on another Arctic voyage in his steamer, the Pandora. He is understood to have several objects in view but the only one which is publicly avowed is to carry a mail to, and, if possible, communicate with, the Alert and Discovery expedition, which sailed exactly a year before. But it is surmised that the departure of the Pandora so early in the season means something more than this, namely, an attempt to make the Northwest passage and emerge into the Pacific through Behring Straits. Captain Young believes that if he had succeeded in getting through to King William Island last year he would certainly have found open water all the rest of the way. He now hopes to get through Franklin Straits by starting early in the season. The Pandora goes provisioned for two years and with an ample stock of coal, and if he fails it will be neither from lack of pluck nor from inexperience with the Arctic regions.

Crop reports from nearly all sections of the country, thus far, are singularly favorable. In some portions of Minnesota and Iowa the grasshoppers are again putting in an appearance; throughout the Middle States the potato bug also is at work, but as yet none of these pests have done any damage worth speaking of. How it will be later in the season is another matter. In the Gulf and South Atlantic States cotton is doing well, and the weather for other products (except in some parts of Louisiana and Mississippi), as near as we can gather, is all that could be desired.

THE BLACK HILLS.—General Sheridan arrived at Chung Springs on the 14th inst. Mr. Rosenbaum returned from Deadwood with four pounds of dust. Saw no Indians on the return trip. He is reliable authority for the statement that the mines are exceedingly rich, and gives instances that came under his own observation of as high as three pounds of dust for five men's work in one day. Montanians are buying claims at high prices, pronouncing them superior to anything in that Territory. There are at present 4,000 to 5,000 men now on this creek and its tributaries.

Winslow, the Boston forger, was released from custody by the British authorities on the 15th inst., no resistance to his discharge being made either by the Attorney-General of England or the United States legation. The authorities of this country rested their claim for his surrender on the extradition treaty, and will hold England responsible for its violation. A London dispatch of the 15th inst., says that Winslow seems to contemplate remaining in London some time. The Boston detectives who have awaited in London to take Winslow back to the United States took passage in the steamer Abyssinia, which sailed on the 17th inst.

—The total number of crates of earthenware shipped from Staffordshire to the United States since January 1, 1876, to May 26, was 25,885, against 26,508 crates for the corresponding period last year.

The Charleston (S. C.) News and Courier says it is now quite a sight on steamer day to see the rush of boats and vehicles to the Northern-bound steamships, freighted with crowded lots of potatoes, cucumbers, squash, tomatoes and other seasonable vegetables, which are now going forward in more than usual quantities to supply the Northern markets.

—The Piedmont S. C., cotton factory, on the Saluda river, has been completed, and is now in smooth running order, making cloth equal in texture to the Graniteville factory. One hundred hands are employed and the annual consumption of the raw material will be about 4,000 bales of cotton. The Graniteville mills made a profit of \$54,766.60 last year on a capital of \$600,000.

—Mr. Chaffee, trustee of the A. & W. Sprague estate, in Rhode Island, says that the continued depression in the cotton goods market compels him to give orders to shut down all the mills and the print works as soon as the stock runs out.

—The city of Taunton advertises for proposals of the whole or any part of \$200,000, 6 per cent. coupon bonds, payable in twenty years from July 1st, 1876,—a first class security.

—The Bassamer steamship, which was to perform such wonders on the British Channel trip between Dover and Calais, and which cost the enterprising speculators exactly \$1,000,000, has just been sold for \$100,000, and is to be employed in other service. She had been fitted with hanging saloons to prevent sea-sickness, but failed to answer the purpose.

—Dom Pedro found the attractions in Boston greater than he had anticipated and accordingly he protracted his visit until Wednesday evening, when he left for Saratoga. Thence he visited Hartford, New Haven and Newport, where he remained over Sunday. Thence to Philadelphia where he will remain six days, leave there on the 6th of July for New York, from which port, accompanied by the Empress, he will embark for Europe on the 12th proximo.

—There was a \$125,000 fire in the Bradford oil region in Pennsylvania on the 13th inst., caused by lightning.

—Two men own 600,000 acres of land in San Joaquin and Santa Clara Valleys, California upon which they pay about \$40,000 yearly in taxes. Their names are Lux and Miller, and they began their business lives in San Francisco as butchers, without any capital. The land is used as meadows and pastures.

—The widow of President Lincoln having been restored to reason has been relieved of guardianship by decree of court in Chicago, in which her son acquiesced.

—An aged girl named Mary Foley, who had experienced fifty-five summers, reported to the Boston Police that she had been married on the 12th inst., to Martin Kelley, a youth of 27 years, that she drew \$600 from the bank shortly after the ceremony had been performed, purchased a pot of beer for herself, and after that things became slightly confused, but after a sleep she awoke to realize that she had neither husband or money; Martin had proved himself a gay deceiver.

—An English journal says that rolled iron sheets .0015 of an inch thick have lately been made at Warrington, so flexible that they bend almost as easily as paper, and yet so tough as to be torn with difficulty.

—A minister in one of his parochial visits met a cowherd and asked him what o'clock it was. "About twelve, sir," was the reply. Well, quoth the minister, "I thought it had been more." "It's never any more here," said the boy; "it just begins at one again."

—Artificial flowers were made in Egypt centuries ago. They are found, made of linen, of different colors, in the tombs of Thebes.

—At Warrington, England, not long ago a young man named Wells sold his wife, a nice looking young woman, for half a gallon of beer.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects food cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Smallpox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroys all poisons in the blood.

His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

apl25-76 6m

MARRIED.

In this city, 13th inst., Mr. William H. Smith to Miss Matilda Riley; 15th, Mr. Arthur D. Swift to Miss Sarah L. Lowe, all of this city.

In Fairhaven, 11th inst., Mr. Andrew Westgate, Jr., to Clara F. Mattison, both of Fairhaven; 14th, Mr. William S. Bryden to Miss Adelaide Thacker.

DIED.

In this city, 9th inst., Allie W., son of William G. and Mary E. Pierce, 5 years and 11 months; 11th, Eliza L. B., wife of Frederick O. Stachon, of Missouri, 31; 13th, Sylvia R., wife of Jonathan C. Hawes, in her 44th year; 16th, T. Whitridge Macomber, Jr., only son of Thomas W. and Abba Macomber, 1 year and 1 month.

In South Dartmouth, (Smith's Neck), 15th inst., Lillis Kirby, in her 72d year.

In Nantucket, 13th inst., Mary, wife of George F. Buiker, 80 years and 6 months; 14th, Capt. Thaddeus Coffin, 87 years and 4 months.

In West Falmouth, 15th inst., Capt. Frederick Ray, formerly of Nantucket, 77 years and 6 months.

In Wilmington, N. C., 13th inst., Frances Willard, wife of Edmund Willard, Jr., of this city, 43 years, 4 months and 12 days.

TO THE WORKING CLASS.—We can furnish you employment at which you can make very large pay, in your own locality, without leaving home or night. Agents wanted in every town and county to take subscribers for The Centennial Record, the largest publication in the United States—16 pages, 94 columns, elegantly illustrated; terms only \$1 per year. The Record is devoted to whatever is of interest connected with the Centennial year. The Great Exhibition at Philadelphia is fully illustrated in detail. Everybody but those who are the people feel great interest in their Country's Centennial Birthday, and want to know all about it. An elegant patriotic crayon drawing premium picture is presented free to each subscriber. It is entitled, "In remembrance of the One Hundredth Anniversary of the Independence of the United States." Size, 21 by 30 inches. Any one can become a successful agent, for the paper and picture are obtained everywhere. There is no business that will pay like this at present. We have many agents who are making as high as \$20 per day and upwards. Now is the time; don't delay. Remember it costs nothing to give the business a trial. Send for our circulars, terms and sample copy of paper, which are sent free to all who apply; do it to-day. Complete outfit free to those who decide to engage. Farmers and mechanics, and their sons and daughters make the very best of agents. Address

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6m Portland, Maine.

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CORNER OF LOCUST AND NINTH STS.,

PHILADELPHIA, PA.,

Convenient to all places of amusement and car lines in the city. No changes to and from the Pennsylvania grounds. Col. Watson, proprietor of the HENRY HOUSE, Cincinnati, for the past twenty years, and present proprietor, has leased the house for a term of years, and has newly furnished and fitted it throughout. He will keep a strictly first-class house, and has accommodations for 300 guests. Terms only \$3 per day. No bar has ever been kept in the HENRY HOUSE, nor will any be kept at the PEABODY.

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We will give energetic men and women

from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. Particulars free, or sample worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address

J. LATHAM & CO.,
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P. O. Box 2, 154. my23-3m

FOR THE AZORES.

THE A1 Clipper Bark MODESTA will run as a regular packet between Boston and the Azores Islands, leaving Boston on the 15th inst. For freight or passage apply to Capt. WILLIAM LEWIS, No. 4 Taber's Wharf, New Bedford. MEDINA BROTHERS, 29 Lewis Wharf, Boston. MANUEL J. SEQUEIRA, Fayal, W. I. or SILVA, CABRAL & CO., 411 W. St. Michaels, W. I. apl17-76

ALABAMA CLAIMS.

AN Act has been passed by Congress, allowing further time within which claims for direct losses can be filed before the Court of Commissioners of Alabama Claims. Officers and mariners on board ships destroyed by the Shenandoah after February 13, 1865, or by the Alabama or Florida, are entitled to compensation for personal effects and wages. For information, apply at once at the office of MARSTON & CRAFO, 35 North Water street, New Bedford, Mass. apl4-76

CHARLES T. BONNEY,

ATTORNEY AND COUNSELLOR AT LAW

AND

Whaler's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34. NEW BEDFORD, TUESDAY MORNING JUNE 27, 1876. NO. 19.

The Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING BY E. B. P. RAYMOND, 6 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 8 cents. No paper will be discontinued until all arrearages are paid, except at the option of the publisher.

Advertisements inserted at 50 cents per square for the first insertion, and 25 cents for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising. A complete list of American Whaling vessels with their latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch Street, London, England. E. C. FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.

W. W. PRINCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

	Bls.	Sp.	Wh.	bone.
JANUARY.				
By Railroad, N. B.				40,885
1 Jos. Nickerson, N. Y.				101
11 Nile, N. L.				385
do, on freight				7,500
25 Coln, N. Y.				136
26 Genl, N. Y.				81
.....				182
.....				893
.....				52,885
FEBRUARY.				
2 Humber, Boston.				70
11 City of Dallas, N. Y.				1,185
27 Young America, " "				2,945
27 Coln, " "				63
28 Bart. Gosnell, N. B.				333
31 A. Blake, Marion.				82
.....				2,305
.....				3,367
APRIL.				
1 Syren, N. B.				93
1 P. Simmons, N. L.				5,483
2 Flying Fish.				200
7 Europa, N. B.				1,600
15 Helen Mar, N. B.				1,600
do, on freight				191
15 Mermala, " "				5,610
25 Coln, N. Y.				43
25 Alfred Keen, Boston.				190
25 Independence, N. B.				375
do, on freight				109
25 G. City, Ferdinandina.				40
.....				630
.....				410
.....				1,050
.....				220
.....				600
.....				24
.....				1,300
.....				525
.....				68
.....				375
.....				230
MAY.				
1 Arnolda, N. B.				630
do, on freight				410
2 Marcella, N. B.				1,050
2 Sarah, " "				220
11 O. H. Pigeon, " "				600
do, on freight				24
15 Roma, N. L.				1,300
do, on freight				525
21 Carondelet, N. B.				68
21 Stafford, N. Y.				375
.....				230
JUNE.				
5 Gov. Morton, N. Y.				250
6 R. W. Wood, N. B.				1,613
6 Triton, " "				34
6 Triton, " "				1,300
6 Triton, " "				1,300
14 President, N. B.				60

LIST OF WHALERS IMPORT.

NEW BEDFORD.

Ship Daniel Webster, Bark Arnolds, Howland, Atlantic, July.

"Atlantic," Bounding Billow, Cape Horn Pigeon, Baker, Pacl, Cleopatra, Desdemona, E. Corning, Europa, Helen Mar, Bouldry, N. Pacific, June.

"John & Winthrop, Silverick, Marcella, Tripp, Indian Ocean, July, Merlin, Minnesota, Allen, Indian Ocean, July.

"Progress," Sen Ranger, Flanders, Atlantic, July, Stafford, King, Atlantic Ocean, July, Triton.

FAIRHAVEN.

Schr. Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

NEW BEDFORD.

California, 1,550, wh. bone. Commodore Morris, 320, 350. Coral, 80, 350. Eliza Adams, 1,050, 30. do, on freight, 750, 300. E. H. Adams, 75. Golden City, 150. Janet, 250. Mary Frazier, 250. do, on freight, 750, 310. Mattapolsett, 120, 200. Mercury, 600, 600. Pacific, 60, 60. Selma, 400. Union, 15. Wave, 100.

WESTPORT.

Andrew Hicks, 550.

MERCHANTMEN TO ARRIVE

Brig William A. Anthony, from St. Helena, May 22, for N. Bedford, 1,140.

J. E. BLAKE & CO.,

Druggists and Apothecaries

With care and attention to business and (as we trust) with reputation of honest and fair dealing secured by a long business experience, we hope to merit and receive a fair share of public confidence and patronage.

Our stock, which we intend shall be the largest and most complete in this section, comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their Prescriptions Prepared only by Competent and Careful Persons, and in all things shall be our constant aim to gain the confidence and esteem of our patrons.

MR. ISAIAH H. SHURTLEFF remains with us, and will be pleased to see all his old friends and hosts of new ones at the old stand.

J. E. BLAKE & CO.,

14 North Second Street, cor. Middle.

THE WEEKLY SUN.

1776. NEW YORK. 1876.

Eighteen hundred and seventy-six is the centennial year, and the year of the year which an opposition House of Representatives, the first since the war, will be in power at Washington; and the year of the twenty-third election of a President of the United States. All of these events are sure to be of great interest and importance, especially the two latter; and all of them and everything connected with them will be fully and freshly reported and expounded in the Sun.

The opposition House of Representatives, taking up the line of inquiry opened years ago by the Sun, will sternly and diligently investigate the corruption and misdeeds of Grant's administration; and will, it is to be hoped, lay the foundation for a new and better period in our national history. Of all this the Sun will contain complete and accurate accounts, furnishing its readers with early and trustworthy information upon these absorbing topics.

The twenty-third Presidential election, with the preparations for it, will be memorable as deciding upon Grant's re-election for a third term of power and plunder, and still more as deciding who shall be the candidate of the party of Reform, and as electing that candidate. Concerning all these subjects, those who read the Sun will have the constant means of being thoroughly well informed.

THE WEEKLY SUN, which has attained a circulation of over eight thousand copies already has its readers in every State and Territory, and we trust that the year 1876 will see their numbers doubled. It will continue to be a thorough newspaper. All the general news of the day will be found in it, condensed when unimportant, at full length when of moment; and always, we trust, treated in a clear, interesting and instructive manner.

In our aim to make the Weekly Sun the best family newspaper in the world, and we shall continue to give in its columns large amount of miscellaneous reading, such as stories, tales, poems, scientific intelligence, agricultural information, which we are not able to make room in our daily edition. The agricultural department especially is one of its prominent features. The fashions are also regularly reported in its columns; and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with fifty-six broad columns is only \$1.20 a year, postage prepaid. As this price barely repays the cost of the paper, no discount can be given in this rate to clubs, agents, Postmasters, or anyone.

THE DAILY SUN, a large four-page newspaper of twenty-eight columns, gives the news for two cents a copy. Subscription postage prepaid, 55 cents per month, or \$6.50 a year. SUNDAY edition extra, \$1.10 per year. We have no travelling agents.

Address, "THE SUN," New York City.

Scribners' Monthly for 1876

The publishers invite attention to the following list of some of the attractive articles secured for Scribner's Monthly, for the coming year. In the field of fiction, besides numerous novelettes and shorter stories, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our hands,

"GABRIEL CONROY,"

By Bret. Harte.

Begins in the November number, and will run for twelve months. This is Mr. Harte's first extended work. The scenes and characters, which the author has chosen from his favorite field, California, are painted with characteristic vividness and power; and the work is without doubt the most graphic and interesting of early California life that has yet appeared.

We shall also begin in the January No.

"PHILIP NOLAN'S FRIENDS,"

Or Show Your Passports.

BY EDWARD EVERETT HALE.

The scene of this story is laid in the South-western territory, now forming the States of Louisiana and Texas, at the close of Aaron Burr's treason. The characters lived in a section which was now American, now French, and now Spanish, and this record of their adventurous lives makes a story of intense and unflagging interest throughout.

A SECOND "FARMER'S VACATION,"

BY COL. GEORGE E. WARING, JR.

Col. Waring is now in Europe, visiting, in a row-boat ride of two hundred and fifty miles, one of the most fertile and interesting of the vine-growing valleys of Europe. The second series of papers promises to be even more interesting than that with which our readers are already familiar.

CENTENNIAL LETTERS,

Edited by John Vance Cheney.

A rare collection of Revolutionary Letters, mainly from stores in the hands of the descendants of Col. Joseph Ward. They are all of date, and with a rare and rare relish in connection with the Centennial Celebration of the year.

BRILLIANTLY ILLUSTRATED

ARTICLES ON

AMERICAN COLLEGES.

Written respectively by their friends, will appear during the year. The revived interest in college life makes these papers especially timely and will secure for them unusual attention.

OLD NEW YORK.

Elegantly illustrated articles on Old New York, by John E. Milnes, will appear at once, and will attract the attention of all, in city or country, who mark with interest the development of the great metropolis, and affectionately remember the quaint peculiarities of its olden time.

Every number is profusely illustrated, thus enabling us to give to our descriptive and narrative articles, an interest and permanent value never attained in an illustrated periodical. Under its accustomed management the magazine will in the future be devoted, as it has been in the past, to sound literature and Christian progress.

THE EDITORIAL DEPARTMENTS

occupy over twenty pages of each number and contain Dr. Holland's vigorous and timely editorials, as well as Reviews of the latest works in Art, Literature and Science.

TERMS.

\$4 a Year, in advance; 35 cents a No. The 10 volumes complete, Nov. 1876, to Oct. 1877, bound in maroon cloth, \$20.00. In half morocco, 30.00.

Volumes begin in November and May. Any of the earlier volumes (I to VIII) will be supplied separately to parties who wish them to complete sets at this rate, i. e., cloth \$2.00; half morocco, \$3.00.

Booksellers and Postmasters will be supplied at rates that will enable them to fill any of the above orders.

Subscribers will please remit in P. O. Money Orders, or in Bank Checks or Drafts, or by Registered Letters. Money in letters not registered, at sender's risk.

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THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 The New York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, The Times has always borne a very high reputation throughout the United States. It is free from all oblique and unbecoming allusions to persons or no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The disagreeable lures of quacks and medical pretenses, which pollute the pages of many of the day, are not admitted into the columns of The Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous journals, and has opposed the attacks on the family as the basis of Society which are so frequently made, and which have led to so much misery and crime.

As a political journal, The Times will be devoted, as in the past, to the discrimination and support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of any leaders. Its attitude is that of independence within the Republican Party, for in that way can the interests of the people be most efficiently served. Party government is essential to a constitutional country, and when journals profess to have "no party" it is because they have no principles. The Times is faithful to the convictions and aims upon which the Republican party is based, but it is not the monthly or weekly clique. It was not originally established as an "organ," nor has it ever asked for or received any "favors" whatever from the party with which it has been identified. It has supported the Republican Party in the past often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. But its support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to these principles in the important canvass which is now before us, and its attention of the people of the whole country. Great issues are at stake, and it will need all the force of the press to sustain the right side. The Democratic Party is substantially for inflation, which is a deadly step toward repudiation. The Republican Party is in favor of a return to specie payments, by safe and judicious methods, and of keeping faith with the national creditor, and thus of preventing widespread ruin and irreparable national dishonor. This issue alone would lead The Times to stand firmly by the Republican Party. The Democratic Party now boasts loudly of its "Reforming" spirit, but with Tammany Hall in New York, and a party of inflation and repudiation in other States its professions are of little value.

In the Presidential canvass, The Times will strive to get the best candidates nominated and afterward to render them a hearty support. It will take no part in personal intrigues, but will ever be ready to defend leaders and candidates who are true and faithful representatives of the people.

Its Editorial Columns will be conducted in a spirit of fairness and impartiality, free alike from self-interest, from party aims, political jobbery, or undue favoritism.

The Sunday edition of The Times includes in addition to all the news, selected and original literary matter of the most varied and agreeable character. Every number contains have been made to impart new attractions to this feature of the paper. Among the contributors of original stories or articles to this paper are Bret Harte, J. W. De Forest, Thomas Hardy, and William Black, and negotiations are being carried out with many other distinguished authors.

TERMS TO MAIL SUBSCRIBERS:

All editions of The Times are sent free of postage in the United States.

THE DAILY TIMES, per annum, including the Sunday edition, \$12.

THE DAILY TIMES, per annum, exclusive of the Sunday edition, \$10.

THE SUNDAY EDITION, per annum, 2.

THE NEW YORK WEEKLY TIMES.

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A PAPER FOR THE MECHANIC.

A PAPER FOR THE PEOPLE.

THE NEW-YORK WEEKLY TIMES

WILL CONTAIN

Selected Editorials from the Daily Times, General News, Domestic and Foreign, the Proceedings of Congress and the State Legislatures, Full and interesting Correspondence, Book Reviews, the Choice Literary Selections, Original Stories by Bret Harte and other distinguished writers.

Its most prominent feature will be a complete Agricultural Department, with Original Articles from Practical Farmers; Complete Weekly Market Reports; Full Reports of the American Institute Farmers' Club; Financial, Domestic and Foreign, Live Stock, Dry Goods, and General Markets.

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AND ONE EXTRA COPY TO EACH CLUB.

For every club of fifty, one copy of THE SEMI-WEEKLY TIMES will be gotten up of the Club.

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Terms of the Semi-Weekly Times: One copy, one year, \$3; two copies, one year, \$5; ten copies, one year, (and one extra copy free) \$25.

Subscriptions to either of our editions received for a less length of time than one year at the yearly rate.

The Semi-Weekly and Weekly mailed one year to clubmen at the lowest rates. Specimen copies sent upon application.

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These prices are invariable. We have no travelling agents. Remit in drafts on New York or Post Office Money Orders, if possible, and where neither of these can be procured send the money in a registered letter. Terms, cash in advance.

Address: THE NEW-YORK TIMES, New York City.

THE SECRET BENEFACITOR.

"Have you attended to the business I spoke of particularly, yesterday?" asked Mr. Lambert, a wealthy owner of real estate, addressing an intelligent, fair looking young man, who sat at his desk, as the above named gentleman entered his office.

Charles Burchard colored with embarrassment. For a moment his hand moved nervously across his brow, then raising his handsome eyes to his employer's face, he answered in a frank, steady tone:

"I have neglected to follow your instructions in this case."

"Sir?"

"I am sorry—"

"Sorry!" cried Mr. Lambert angrily; "sorry, indeed! and this is the way you attend to my affairs! young man, if you think I will pass over this carelessness—"

"I beg your pardon," said Charles, with a face like marble, but speaking in a calm tone; "I am guilty of no carelessness. I have endeavored to do my duty—"

"Your duty was to follow my instructions. Number twenty-three has been a losing business for me long enough. The family have had warning. You could not have misunderstood me. I told you that if the rent was not paid before twelve o'clock yesterday—"

"I visited the family," rejoined Charles, "and it seemed to me that had you seen what I saw, you would not have had me apply the extremity of the law to their miserable case. They are very poor—they are sick—they are suffering. You would not have had the heart to—"

"Charles Burchard," exclaimed Mr. Lambert angrily, "you have been in my employ two years. I have found you faithful, honest, capable—and I would not willingly part with you; but since you prefer your way of doing business to mine, and presume to dictate, it is not proper that we should work together any longer."

"I have thought myself," said Charles, "that since I cannot conscientiously pursue the extremes you deem necessary, it will be best for me to quit your service. I am ready," he added, fixing his mild eye upon Mr. Lambert's face, "I am ready to go."

"Well, sir, we will have a settlement at once. How much am I indebted to you?"

"Nothing."

"Nothing! How—how is this?"

"You will see. Cast your eye over this page."

"Yes—I perceive—you have taken up your wages lately, as soon as due," said Mr. Lambert, who remembering his clerk's fidelity and capacity, was becoming softened. "This is a new thing, however. But I presume you have invested your money advantageously?"

"I have tried to make a Christian use of it," answered Charles, coldly.

"Have you been dealing in stocks?"

"No, sir."

"Ah, you lost confidence in me, and thought proper to put your money into other hands?"

"I have neither made investments nor loans," said Charles, with a peculiar smile. "What small sums I could command I have used."

"You?"

"Yes, sir."

"Bless me, Charles! I thought you a steady young man; and how you can have consumed your entire salary, I am unable to conceive."

"And I presume I should be unable to explain it to your satisfaction, sir. It is a subject which it can avail nothing to converse upon. If you get a man in my place immediately, I should be willing to save you the trouble of instructing him in the state of your business."

"Certainly—if you please—you shall be paid."

"I did not make the offer expecting remuneration. I trust that I have kept my accounts in such a manner that it will not require half an hour to make an intelligent man understand the entire business."

"Charles," exclaimed Mr. Lambert, "I dislike to part with you. We have always agreed until this time."

"Six months ago," replied Charles Burchard, "this family in No. 23 could not pay their quarter's rent. I had orders to turn them into the street. I did not do it."

"But—the rent was paid."

"You permitted me to give them a few days' grace; you permitted this, on my promise to see that the rent was paid. You are right, sir—it was paid; the next quarter's rent was also paid. At present, they cannot pay. Knowing the condition of the family, I cannot follow your instructions."

"Well," said Mr. Lambert, hardening himself, "I have rules with regard to my tenants which cannot be broken. I have fixed rules nothing can induce me to break. Justice is my motto. It is a good one; I shall stand by it."

"Mercy is a better one, sometimes," replied Charles softly. "Justice is admirable in all—but mercy in the powerful is God-like."

Thus Mr. Lambert parted with his faithful clerk. Another took the place of Charles Burchard, and the latter was with out a situation.

About the first business Mr. Carroll, the new clerk, attended to, concerned the family in No. 23.

"They vacate the premises immediately," he said to Mr. Lambert. "But there is some mystery about that family; they made allusions to yourself, which I was unable to understand."

J. & W. R. WING & CO.

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING, HIRAM W. WENTWORTH,
WILLIAM R. WING.



THE
"SILVER TONGUE"

ORGAN

A TEST OF THIRTY YEARS.

The cheapest because the best. Fully warranted.
New Styles just ready. Send for Catalogue and Price
Lists. Examine our new method of lighting the music
for evening performance. Constant improvement our
policy. Styles specially adapted for Parlors, Churches,
Lodges, Music Halls and Conservatories. Address the
Manufacturers.

E. P. NEEDHAM & SON,
Nos. 143, 145 & 147 East 23d St., New York.

Feb 22 '76

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—

FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade!

The business hereafter will be conducted under the style of DOANE & CO.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

—DEALER IN—

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
CLOTHING!
Custom and Ready Made
GENTS' FURNISHING GOODS
Fine and Fancy SHIRTS, UNDER-
SHIRTS and DRAWERS, Hats,
Caps, and PAPER COLLARS,
Etc., Etc.



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,

A cordial invitation is extended to my SEA-FARING FRIENDS to call and exam-
ine before purchasing elsewhere.

WHALEMEN ATTENTION!

Bomb Guns and Lances.

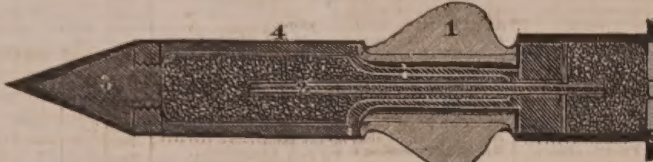


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH- LOADING BOMB GUNS,

—ALSO—

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

ap476

SANDERS'

STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS.

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,

NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle-
man's, and ready made clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect
garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN.

FREDERICK E. BRIGHTMAN.

MOSES C. SWIFT,

MERCHANT



TAILOR,

No. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

Boston, Clinton, Fitchburg &
New Bedford R. R.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday June 5th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, 10.15 A. M., and 3.40 P. M. Return
7.30, 11.10 A. M., 4.35 and 5.30 P. M.
Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.
Providence, at 7.30, 10.25 A. M., 3.40, and 5.20
P. M. Return, 8.00, 10.00 A. M., 4.40, and 7.
40 P. M.
Providence, at 7.30, 10.25 A. M., 3.40, 5.20 P. M.
Taunton, at 5.30, 7.30, 8.00, 10.25 A. M., 3.40,
and 5.20 P. M. Return, 6.32, 9.00 A. M., 12.10,
5.45, 6.50, 9.20, P. M. Dean street sta-
tion, 4.20 P. M.
Myrick, at 5.30, 7.30, 8.00, 10.25 A. M., 3.40 and
5.20 P. M. Return, 6.46, 9.20 A. M., 12.25, 4.40
6.00, 7.05 P. M.
Howland's, at 5.30, 8.00 A. M. and 3.40 P. M.
Return, 9.35 A. M. and 6.10 P. M.
East Freetown, at 5.30, 8.00 A. M. and 3.40 P. M.
Return, 9.35 A. M. and 6.10 P. M.
Braley's, at 5.30, 8.00 A. M. and 3.40 P. M.
Return, 9.35 A. M. and 6.10 P. M.
Acushnet, at 5.30, 7.30, 10.25 A. M. and 3.40
P. M. Return, 9.45 A. M., 6.25, 7.30 P. M.
Worcester via Mansfield and South, Fra-
mingham, at 5.30, A. M., 3.40 P. M.
Lowell, at 5.30, A. M., 3.40 P. M.
Fitchburg, at 5.30 A. M., 3.40 P. M.
Fall River, at 7.30, 10.25 A. M., 3.40 and 5.20
P. M. Return, 8.00 A. M., and 3.36 P. M.
Newport, at 8.00 A. M., and 3.40 P. M. Re-
turn, at 2.55 P. M.
New York, via Fall River and Stonington,
at 5.20 P. M. Return, at 5.00 P. M.
New York via Shore Line, at 7.30, 10.25 A. M.,
and 5.20 P. M. Sundays 8.45 P. M. Re-
turn, 8.00 A. M., 1.00 P. M. Sundays,
10.00 P. M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.06, 11.10 A. M., and 4.30 P. M.
Return, 7.30, and 11.10 A. M., 2.00, 4.35,
and 5.36 P. M.
Providence, at 5.25, 8.10, 11.15 A. M., and
4.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
10.50 A. M., 4.40, 6.20, and 7.40 P. M.
Passengers for way stations between
Mansfield and Boston, in the morning will
take the 5.30 A. M. train from New Bedford,
and the 6.12 A. M. train from Taunton.
*On arrival of Shore Line from New York.

FAIRHAVEN BRANCH.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.29 A. M., and 3.40 P. M.
Malden, at 7.29 A. M., 2.40 and 4.40 P. M.
Milton, at 7.29 A. M., 2.40 and 4.40 P. M.
Tremont, at 7.29 A. M., and 4.40 P. M.
Cape Cod, at 7.29 A. M., and 4.40 P. M.
Nantucket, at 7.29 A. M., Tuesdays, Thurs-
days and Saturdays.
Plymouth, at 7.29 A. M., and 2.40 P. M.
LEAVE BOSTON, via Old Colony Railway,
at 5.30 A. M., 10.25 A. M., 3.40 P. M.
LEAVE SANDWICH at 7.33 A. M., 2.58 P. M.
LEAVE HYANNIS, at 6.45, A. M., 2.05
P. M.
LEAVE TREMONT, at 10.10 A. M., 3.55 and
5.40 P. M.
LEAVE MARION, at 10.22 A. M., 4.10 and 5.50
P. M.
LEAVE MATTAPOISETT, at 10.24 A. M., 4.25
and 6.11 P. M.
Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.

WARREN LADD, Sup't.

1876.

HATCH & CO'S EXPRESS,

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union street, daily, (Sundays except-
ed) for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from Office 9.45, Depot at 10.15 A. M.
Afternoon Express, from Office 3.10 and De-
pot at 3.40 P. M.
This Express so long and favorably known to
the public, now offers superior facilities to
all persons wishing to transact business
in the principal cities and towns in the Uni-
ted States and Canada.
Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with dispatch.
This Express connects with steamer Mon-
ahanett for Wood's Hole, (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).
H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.
Providence, 34 Dorrance street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.,
New Bedford, May 20, 1876.

DAVENPORT, MASON & CO'S
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with A. L. P. R. EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered, and
all business faithfully attended to, CHAR-
GES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.
CALIFORNIA TICKETS, by steamers leaving
New York on the 6th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & CO

New Bedford, Sept. 3d 1867.

POTTER & CO'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.
A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.
OFFICES:—In New York, at 105 Wall
Street No. 346 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 19 Commercial Wharf.
Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets

MAKING CONNECTIONS WITH TRAINS FOR
Boston, Providence, New York, &c., Re-
turning, leave New Bedford at 1 P. M., be-
ing the hour of the arrival of the mid-day
trains from Boston, Providence, &c.
All freight for these steamers must be de-
livered on the wharf 30 minutes before the
advertised time of leaving.

Passengers for Falmouth Heights leave at
Wood's Hole.

Applications for towing vessels or any
other information may be made to the
captains on board, or to

ANDREW G. PIERCE, Agent.

Over Merchants' National Bank.

apl2976

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

Will undersigned beg to give notice to own-
ers of whaling vessels, that they have suc-
ceeded in getting the tonnage dues re-
moved from whaling vessels visiting this port
or the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31 gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:

A Package duty of twenty-four cents per bar-
rel. Harbor dues, \$5; Secretary's fee, \$5; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty Cents per barrel, (100
lb.) Liverpool New York or Boston, free of all other
charges except insurance, which will be effected
on the most favorable terms when required.

Masters of whaling vessels when coming into
the harbor are particularly cautioned against in-
specting the services of any persons offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Carlin's Reef,
from Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lazaretto is
erected), is of great depth, varying from 20 to 80
fathoms, and by running well past the buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 5th
of the following month. All letters to be for-
warded to our care will be safely received, and delivered
to the addressee. Masters of vessels calling on the
Harbor and not wishing to anchor may ship their
letters by coming on shore in a boat, after hav-
ing been first boarded by the Health Officer
—and will only incur the expense of that officer
fee—\$1

New Bedford papers always on file for infor-
mation. W. P. LEACOCK & CO.
nov22'64

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to
ship masters visiting this port in pur-
suing supplies.

Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.
Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.
Charges on goods addressed to our care
advanced, and added to Bill of Lading.
Particular attention paid to chartering of
vessels, insurance effected, &c., &c.
jcs974

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR &c.

WHALEMEN'S STORES of all kinds
unished at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.

sepl'07

ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.

All business entrusted to my care
will receive prompt and careful attention.
References:—Charles F. Howland, Olick
Smalley, New Bedford. ly dec675

New Bedford and New York

STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other
Route.

Steamer CITY OF NEW BEDFORD,

A. C. FREN, Commander.

Steamer CITY OF FITCHBURG,

C. H. SPRINGER, Commander

On and after MONDAY, Nov.

8th, the steamer of this line

will run daily, (Sundays ex-
cepted,) between New Bedford
and New York, leaving New Bedford, from
Commercial wharf, at 5.30 A. M., and New
York, from Pier 39, East River, (near foot of
Market street,) at 4.30 P. M.

The accommodations for passengers and
freight are first-class, in every respect hav-
ing all the modern improvements possible
for steamers of this class.

Passengers from New York make close
connections with steamers for Martha's
Vineyard, Woods Hole, Oak Bluffs, Fal-
mouth Heights, Edgartown, Nantucket,
and with the New Bedford Railroad for
points on those roads and connections.
House, or on board the steamers in New
Bedford, and on board the steamers in New
York; also on board the Vineyard steamers
Fare \$3 each way.

Freight forwarded to all points West and
South at the lowest rate, and all points West and
South at the lowest rate received after 3
o'clock.

For further information apply at office of
BARLING & DAYNE, Agents, 46 South street,
New York, and at office of Company, 6 Com-
mercial wharf.

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Whaler's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34. NEW BEDFORD, TUESDAY MORNING JULY 4, 1876. NO. 20.

The Whaler's Shipping List,
AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY E. B. P. RAYMOND,
6 South Second St., New Bedford, Mass.
TERMS:—\$3.50 per annum, in advance.
No paper will be discontinued until
arrearages are paid, except at the option
of the publisher.
Advertisements inserted at 50 cents
per square for the first insertion, and 25
cents per square for each subsequent
insertion. Ten lines or less constitutes a square.
The Shipping List has an extensive
circulation in the principal cities and towns
in New England, rendering it a valuable
medium for advertising.
A complete list of American Whaling
vessels with the latest report from each, is
contained in this paper.

FOREIGN AGENTS.
JOHN GODDARD & CO., 79 Racechurch
Street, London, England, E. C.
FREDERICK A. BARKER, Russell, Bay of
Islands, N. Z.
A. W. PRICE & CO., Honolulu, Sand-
wich Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of
arrival, and the amount of Oil and Whal-
bone brought by each vessel.

	Bl.	Wh.	bone.
JANUARY.			
By Railroad, N. B.	40,885		
1 Jos Nickerson, N. Y.	385	4,500	
11 do, on freight.	372	7,500	
25 Colon, N. Y.	136		
25 Gou, "	81		
	182	803	62,885
FEBRUARY.			
2 Humber, Boston.	70		
14 Azor, "	145		
21 City of Dallas, N. Y.	161		
21 Young America, "	2,945		
27 Colon, "	69		
30 Bart, Gosnell, N. B.	817	333	
31 A. Blake, Marion.	82	29	
	2,805	3,367	
APRIL.			
1 Syren, N. B.	93	5,483	
6 P. Simmons, N. L.	145	200	
7 Flying Fish, "	200		
7 Europa, N. B.	1,606	15,000	
15 Helen Mar, N. B.	80	1,500	
do, on freight.	191	301	
15 H. Pigeon, "	275	5,410	
15 "Mermaid, "	1,560		
25 Colon, N. Y.	43		
25 Alfred Keen, B'n.	145		
29 Desdemona, N. B.	375	875	
do, on freight.	100		
31 G. City, Ferdinandina.	40		
MAY.			
1 Arnold, N. B.	620	125	
do, on freight.	410		
2 "Marcella, N. B.	1,060		
2 "Sarah, "	68	500	
11 H. Pigeon, "	200	24	
11 "Fleetwing, "	1,300		
12 Roman, N. L.	625		
do, on freight.	375		
22 Carondelet, N. Y.	275	230	
24 Stafford, N. B.	375		
JUNE.			
5 Gov Morton, N. Y.	250	385	
6 "W. Wood, N. B.	1,013	596	545
6 Triton, "	34	1,300	
8 Atlantic, "	400		
14 President, N. B.	600	172	
15 Andes, N. Y.	8		
19 Helen Mar, N. B.	800		
21 Crescent City, N. Y.	675		

LIST OF WHALERS IN PORT.

NEW BEDFORD.

Ship Daniel Webster.
Bark Arnold, Howland, Atlantic, July.
"Atlantic, Wing, Indian, Sept.
"Boulding, Billow, "
"Cape Horn Pigeon, Baker, Pacific.
"Cicero.
"Desdemona, Vincent, Atlantic, July.
"E. Corning.
"Helen Mar, Bouldry, N. Pacific, June.
"John & Winthrop, Shiverick, Pac. July.
"Marcella, Tripp, Indian Ocean, July.
"Merlin.
"Minnesota, Allen, Indian Ocean, July.
"President.
"Progress.
"Roman.
"S. Ranger, Flanders, Atlantic, July 6.
"Stafford, King, Atlantic Ocean, July.
"Triton.
FAIRHAVEN.
Schr. Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected
to arrive in 1876, with the quantity of Oil
and Bone on board, when last heard from:

NEW BEDFORD.

	bl.	wh.	bone.
California.	1,560		
do, on freight.	504		
Commodore Morris.	320		
Coral.	150		
Eliza Adams.	4,050	30	
do, on freight.	780	300	1,250
E. H. Adams.	75		
Golden City.	150		
Janet.	250	650	
Marcella.	250		
do, on freight.	790	310	
Mattapoisett.	120	200	
Mercury.	600	500	
Optry.	50		
Pacific.	400		
Selma.	24		
Union.	10		
Wave.	100		

WESTPORT.

Andrew Hicks.

MERCHANTMEN TO ARRIVE

Brig William & An-
thony, from St. Helena,
May 22, for N. Bedford. 1,140

J. E. BLAKE & CO.,

Druggists and Apothecaries

With care and attention to business and
(as we trust,) with the reputation of honest
and fair dealing secured by a long busi-
ness experience, we hope to merit and re-
ceive a fair share of public confidence and
patronage.
Our stock, which we intend shall be the
largest and most complete in this section,
comprises everything required to meet the
wants of Physicians, Dealers, and the retail
trade. Physicians can rely upon having their
Prescriptions Prepared only by Com-
petent and Careful Persons.
And in all things it shall be our constant aim
to gain the confidence and esteem of our
patrons.
We are, Sir, Mr. J. E. BLAKE & CO.,
with us, and will be pleased to see all our
old friends and hosts of new ones at the old
stand.
J. E. BLAKE & CO.,
64 North Second Street, cor. Middle.

THE WEEKLY SUN.

1876. NEW YORK. 1876.

Eighteen hundred and seventy-six is the
Centennial year. It is also the year in
which an epochal House of Representatives,
the first since the war, will be in power
at Washington; and the year of the twenty-
third election of a President of the
United States. All of these events are sure
to be of great interest and importance, es-
pecially the two latter; and all of them and
everything connected with them will be
fully and freshly reported and expounded
in the Sun.

The opposition House of Representatives,
taking up the line of inquiry opened years
ago by the Sun, will steadily and diligently
investigate the corruption and misdeeds of
Grant's administration; and will, it is be-
lieved, lay the foundation for a new and
better period in our national history. Of
all this the Sun will contain complete and
accurate accounts, furnishing its readers
with a ready and trustworthy information
upon these absorbing topics.

The twenty-third Presidential election,
with the preparations for it, will be mem-
orable as deciding upon Grant's appear-
ance for a third term of power and plunder,
and still more as deciding who shall be the
candidate of the party of Reform, and as
electing that candidate. Concerning all
these subjects, those who read the Sun will
have the constant means of being thor-
oughly well-informed.

THE WEEKLY SUN which has attained
a circulation of over eighty thousand copies
already has its readers in every State in the
Union, and we trust that the year 1876
will see their numbers doubled. It will
continue to be a thorough newspaper. All
the general news of the day will be found in
it, condensed when important, at full
length when of moment; and always, we
trust, treated in a clear, interesting and in-
structive manner.

It is our aim to make the Weekly Sun the
best family newspaper in the world, and we
shall continue to give in its columns a large
amount of miscellaneous reading, such as
stories, tales, poems, scientific intelligence,
agricultural information, for the States are
not able to make room in our daily edition
for all the interesting material that we receive.
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sides numerous novelettes and shorter sto-
ries, there will be

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sented with characteristic vividness and power;
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We shall also begin in the January No.

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hold; it has endeavored to stand on all oc-
casions by the side of truth and justice;
and it has advocated political principles
only when they were certain to promote
the honor and welfare of the country.

As a family paper, the Times has always
borne a very high reputation throughout
the United States. It is free from all ob-
jectual advertisements, and its editorial
and circumstances whatever are "per-
sonal" announcements, or questionable
statements, allowed to appear in its columns.
The disgraceful lures of quacks and medical
pretenses, which pollute so many news-
papers, are not to be found in the Times.
The paper, moreover, has always resisted the
communist theories advocated by mis-
chievous journals, and has opposed those
attacks on the family as the basis of Society
which are so frequently made, and which
have led to so much misery and crime.

As a political journal, the Times will be
devoted, as in the past, to a discriminating
support of the Republican Party, while it
reserves the right of expressing independ-
ent opinions upon the measures or policy of
any Administration, or upon the course of
any leaders. Its attitude is that of inde-
pendence within the Republican Party, for
in that way can the interests of the people
be most efficiently served. Party govern-
ment is essential to a constitutional country,
and when journals profess to have "no party"
it is because they have no principles.

The Times is faithful to the convictions and
aims upon which the Republican party is
based, but it is not the mouthpiece of any
clique. It was not originally established
as an "organ," nor has it ever asked for or
received any "favors" whatever from the
party with which it is identified. It has
supported the Republican Party in the past,
often at its own risk and loss, and al-
ways because it believed that party to be
founded on sound and patriotic principles.
But its support has been freely and inde-
pendently rendered, and it will never consent
to serve as a mere instrument for registering
the decrees of politicians. It will adhere
closely to these principles in the important
contests which are shortly to engage the at-
tention of the people of the whole country.

Great issues are at stake, and it will need
all the force of the press to sustain the right
side. The Democratic Party is substantial-
ly for taxation, which is a step toward re-
publicanization. The Republican
Party is in favor of a return to specie pay-
ments, by safe and judicious methods, and
of keeping faith with the foreign creditors,
and thus of preventing widespread ruin
and irreparable national dishonor. This
issue alone would lead the Times to stand
firmly by the Republican Party. The Dem-
ocratic Party, which is avowedly its op-
posing "spirit," but with Tammany Hall in
New York, and a party of inflation and re-
publican in other States its professions are
of little value.

In the Presidential canvass, the Times will
strive to get the best candidates nominated
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trigues, but will be ready to defend
leaders and candidates who are true and
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tractions to this feature of the paper.

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AN EVICTION.

AN IRISH SKETCH.

"Mary, Mary! do you hear what the
neighbors say—that we're all goin' to be
evicted?" cried Denis Connor, entering
his cabin one evening towards the end of
October, and sitting down dejectedly;
while Mary his wife looked up from her
work in blank dismay.

"What do you mean, Denis?" she asked.

"Sure, we don't owe a penny of rent, and
if the Lord spares us our health, we'll re-
main so."

"It's too true, I'm afraid. O, Molly,
it'll break my heart to leave the old place
and what'll you and Oona do?" and the
old man rocked himself to and fro, and
moaned bitterly.

"Whist, Denis dear," Mary said, gently
placing her hand on her husband's
shoulder; "there's some mistake, ye may
be certain. His honor could not mean to
turn us out, for sure there's no decenter
poor people on all the property than the
neighbors. It isn't like as if we were liv-
ing entirely on the land, and couldn't pay
the rent. His honor couldn't mean to evict
us, Denis!"

But his honor did mean to evict them,
as they learned formally a few days after,
the entire village of Cloonabeg was to be
swept away.

It was a wild, bleak spot on the West
coast of Ireland, not many miles from the
ancient "Cille of the Tribes." The village
consisted of a long, straggling row of cab-
ins, on the edge of a common, and within
a stone's throw of the sea. The inhabi-
tants of Cloonabeg were fishermen, poor,
simple, honest, hard-working people who
had been born in the cabins they dwelt in
and their fathers and grandfathers before
them, and knew little of the world beyond.

They all had the right of the common—
on the other side of which stood the village
of Cloonamore, a much more important
place, which boasted of a police barrack,
a chapel, and a national school. There
was little intimacy between the inhabi-
tants of the two villages. The Cloonamore
people were farmers, comfortable as farm-
ers go in the West of Ireland, where they
have to toil, and toil continually, to make
the wretched land produce anything.

They were very jealous of their neighbors
down by the seaside, who paid far less
rent, and on the whole seemed not only to
work less, but to be more comfortable.

The fishermen were quiet, proud, re-
served people, who lived entirely to them-
selves, helping each other in difficulty,
consoling each other in trouble, and taking
little interest in anything save the coming
and going of the shoals of fish.

They spent their evenings, when not out
on the bay, with their wives; and it was
pleasant to see them sitting outside their
cabin doors smoking their pipes, or mend-
ing their nets and sails—the men in their
rough home-knit blue guernseys, the
women in their scarlet jackets. They
were very poor, but then their wants were
few, and they were contented and happy
in their simple way.

Denis Connor was considered the most
comfortable man in Cloonabeg. He had a
saw in America, who often sent him
money; and a daughter married to a fish-
monger in Galway, who was considered
almost a merchant. One other child he
had, Oona, a pretty, golden-haired girl,
the pet of the whole village.

In the next cabin to Denis Connor's
lived a very old woman, named Merrick;
poor Judy she was called, for she had
many troubles in her lifetime. Her hus-
band and only son were drowned twenty
years before, trying to save the crew of
a brig which struck on "Marguerite's
rock." Young Merrick left a wife, who
died a few months after, and one sickly
little boy. Poor Judy took the child,
and managed to bring him up and keep a
roof overhead by constant hard work.

She assisted the neighbors in their house-
work, who paid her in kind; and made
and mended nets for any of the men who
could afford to pay her a trifle just suffi-
cient to pay her rent. For fifteen years
Judy toiled late and early, and then her
grandson Willie was old enough to take
his father's boat and nets and earn his
living, and support his grandmother. A
fine, handsome, manly lad was Willie
Merrick, full-chested, clear-eyed and sup-
ple, sinewed like the majority of the hardy
sons of the seacoast.

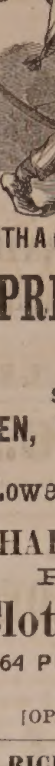
In the market every one liked to buy
his mackerel and haddocks, not only be-
cause they could depend on whatever he
offered for sale being generally good and
moderate in price, but they liked the
look of his honest face and clear hazel
eyes, and the sound of his hearty voice.

Mrs. Merrick was proud of her grand-
son, and not without some reason, for he
was a universal favorite, and deserved to
be.

A few evenings after Denis Connor had
told his wife of the threatened eviction,
Oona, his daughter, was sitting with Wil-
lie Merrick on the stone seat outside old
Judy's cabin. There was no "take," and
the men were all about the beach attend-
ing to the drying of the nets, or watching
a little boat which was making

JULY 4, 1876.

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The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, JULY 4, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone to the United States, for the week ending July 3, 1876.

	Bls.	Lbs.	bone.
New Bedford.	2,273	72	.....
Brig Elvie Allen,	.....	.....	.....
Steamer Crescent City,	134	.....	.....
Previously,	3,407	72	.....
Total,	12,312	26,129	68,775

From Jan. 1, to date, 14,719 25,211 68,775
Same time last year, 15,742 24,692 184,189

Exports for the week ending July 3, 1876:

	sp.	wh.	bone.
Previously,	3,653	8,463	30,862
From Jan. 1, to date,	10,656	8,463	36,832
Same time last year,	6,594	4,321	137,041

NEW BEDFORD OIL MARKET.

For the week ending July 3.

SPERM.—Continues quiet, the only sale being 200 bbls. for manufacture, on private terms.

WHALE.—Is very dull, and we have no transactions to report.

FOREIGN OIL MARKET.—The circular of Messrs. Bowes, Game & Co., dated London, June 18th, says:—In the absence of demand for Crude Sperm Oil there is no alteration in prices to report. Whale Oil is nominal for want of stock.

Whalebone.—Having no fresh arrivals quotations are unchanged, and we have no business to report in this article.

IMPORTATIONS.

Per brig Elvie Allen, at this port, 1st inst. from Barbadoes.—195 bbls. sperm oil from bark Sappho, 283 do. do. from bark Janet, 319 do. do. from bark Lancer, and 59 do. do. from brig Abbott Lawrence, to William Lewis, New Bedford; 347 do. do. from bark Lydia, to Baylies & Cannon, do.; 134 do. do. from bark Spartan, to Charles H. Gifford, do.; 236 do. do. from bark Pioneer, and 297 do. do. from bark Sarah B. Hale, to Gideon Allen & Son, do.; 81 do. do. from bark Sea Queen, to Andrew Hicks, Westport; 42 do. do. from schooner Louisa A., to Heman Smith, Boston; 285 do. do. from bark Clarice, 50 do. do. and 72 do. humpback, from bark Perry, to Samuel Osborn, Jr., Edgartown. Total, 2,373 bbls. sperm and 72 do. whale oil.

For steamer Crescent City, at New York, 21st ult., from Panama.—134 bbls. sperm oil from bark Oak, to Henry Shuber, New York.

LETTERS.

A letter from Capt. Gifford, of ship Young Phenix, of this port, reports her at Mauritius, May 20th, with 75 bbls. sperm oil and 2,500 lb. bone. Bound to Mahe Banks sperm whaling, and expected to be at Mauritius again in October or November. The survivors of the ship Strathmore (44 in number) rescued from the Crozet Islands, were all distributed among other vessels within seven days after being taken off.

A letter from Capt. Winslow, of bark Commodore Morris, of this port, reports her at sea, June 11th, having taken 300 bbls. sperm oil since leaving Fayal in April.

A letter from on board bark Letitia, Church, of this port, reports her with 230 bbls. sperm oil.

A letter from Capt. Garland, of bark Janet, of this port, reports her at Barbadoes, June 12th, having taken 270 bbls. sperm oil this season, and had shipped oil by the brig Elvie Allen, which sailed for New Bedford June 14. Brig Abbott Lawrence, Russell, do. had also arrived with 50 bbls. sperm this season, which he had shipped by the same vessel.

A letter from Capt. Tripp, of bark Spartan, of this port, reports her at Barbadoes, June 10th, having shipped 135 bbls. sperm oil.

A letter received in Edgartown, dated Barbadoes, June 12th, reports the arrival there of bark Perry, Bassett, Edgartown, and Clarice, Marchant, do. The former had shipped 60 bbls. sperm and 60 do. whale oil, by the Elvie Allen, and the latter 200 do. sperm oil by the same vessel.

Correspondent of the Shipping List.

FAYAL, June 6th, 1876.—Arrived at this port 1st inst. bark Charles W. Morgan, Tinkham, New Bedford, with 235 bbls. sperm oil on board—will ship oil by bark Azor. Reports spoke bark Swallow, Ellis, do. 6 weeks out, with 70 bbls. sperm.

The bark Janus, Gifford, New Bedford, left here yesterday, for Flores, to procure men, 13 of her crew having deserted at St. Michaels.

The British bark Modesta, arrived yesterday from Teceira, and will sail for Boston in a few days.

The whaling brig Gazelle, Silva, of this port, took a sperm whale off Teceira, that made 100 bbls.

CHAMBER OF COMMERCE REPORT.—The 18th Annual Report of the New York Chamber of Commerce for the fiscal year 1875-6, compiled by the Secretary, Mr. George Wilson, has just been issued, and is replete with valuable information. It is a handsomely printed volume of 433 pages, comprising much that is interesting to the student of commercial history, decisions of the Court of Arbitration, reports on various branches of trade, sugar, molasses, tin, copper, tobacco, cotton, iron, petroleum, the whale-fishery, etc., statement of the public debt; the progress of exportation, with details of the movement, and origin of the great staples shipped or consumed; the increase of tonnage in foreign and coastwise trade, the condition of banking and insurance companies, the latest figures of immigration, etc., etc. The Secretary sees reasons for hope that the end of the great depression has been reached; the recent heavy sales of domestic dry goods, unprecedented in extent, indicating a reviving confidence in commercial circles, and moreover in the increase of transactions shown by the Clearing House Exchanges, which advanced from \$26,859,181.92 in 1874, to \$27,412,776.85 in 1875—a re-assuring sign.

THE COTTAGE HEARTH.—The July No. of this interesting monthly is received, and, as usual, is full of good articles. Published by Milliken & Spencer, 347 Washington Street, Boston, at the low price of \$1.50 per annum. Single copies 15 cents.

THE NATION'S BIRTH-DAY.

The Centennial Anniversary of American Independence will be celebrated to-day with lively enthusiasm throughout the length and breadth of the Union. We give in another column the programme of the Committee of Arrangements in this city. It will be conceded on all hands that the Committee have thoroughly and ably acquitted themselves of the arduous duty assigned to them, with promise of the most gratifying results not only to our citizens but to others from the vicinity who may participate with us in commemorating the patriotism and valor of our ancestors in the days that tried men's souls.

The Democratic National Convention at St. Louis on the 28th ult., nominated SAMUEL J. TILDEN, Governor of New York, for President of the United States. On the first ballot, the whole number of votes was 738. Necessary for a choice, 492. Tilden had 417, Hendricks 140, others scattering. On the second ballot, the whole number of votes was 738. Necessary for a choice, 492. Tilden had 535, Hendricks 60, others scattering. Indiana succeeded Pennsylvania's motion to make the nomination unanimous, and it was adopted.

On the 29th, THOMAS A. HENDRICKS, of Indiana, was nominated for Vice President.

A Washington dispatch says, "the hard money Democrats approve the nomination, but the other wing of the Democracy cannot conceal their disappointment and will give Mr. Tilden a very hearty support." In New York the nomination is regarded as the death blow to the present Tammany organization.

ALABAMA AWARDS.—In the Court of Commissioners of the Alabama Claims, in the case of J. & W. R. Wing et al., of this city, for the loss of a vessel, outfit, etc., by the destruction of the Brunswick, a vessel stove in by ice, and while in a damaged condition captured and destroyed by the Shenandoah, June 28th, 1865, the opinion of the majority of the Court was announced and the following awards made: J. & W. R. Wing, \$1,232; Lyman Wing, \$1,152; Joseph Taber, \$1,184; Amasa Whitney, \$424; Mary A. Church, administratrix, \$384; Cynthia Cummings, executrix, \$881; Joseph Brownell, \$881; F. A. Barling, executor, \$193; Alden S. Potter, \$589; Francis E. Howard, \$317; B. B. Church, \$1,132, and as catch, \$5,922. The catch is to be divided among those entitled thereto. Judge Raynor announced his dissent from the majority of the Court, and said he would file an opinion giving his views.

The payment in Boston, this week, of something more than \$10,000,000 of semi-annual dividends by sundry corporations whose securities are held mostly in Massachusetts, will be very welcome to those lucky enough to have paying investments in these dull times. The list published in the Globe shows the record of manufacturing companies one of the poorest for many years, remarkable both for the small dividends and the large number left out altogether. Railroads in this State hold very steady. The gold payments at the Boston Sub-Treasury will be about \$3,438,000 coupon and registered. The total gold interest on government bonds maturing July 1st, will amount to upwards of \$25,000,000.

SAVINGS BANKS.—The new law relating to institutions for savings, will take effect on the first day of October next. Among other things it provides that ordinary dividends shall be at a rate not exceeding 5 per cent. per annum, and that no dividend shall be paid on deposits except the amount has been on deposit for three months preceding the declaration of such dividend, thus making the time for the commencement of interest uniform in all the banks of the State; so that in order for deposits to take interest for the next October dividend money must be deposited in these institutions on or before the July quarter day. The law also provides that every such corporation shall at the time of making each semi-annual dividend reserve from the net profits which have accumulated during the six months then next preceding not less than one-eighth nor more than one-fourth of one per cent. of the whole amount of deposits, to be kept as a guarantee fund to meet any losses or depreciation of its securities.

A rousing Republican ratification meeting was held in Faneuil Hall, Boston, on the evening of the 29th ult., and the old cradle rocked with applauding echoes to the sentiments by which the assemblage was addressed, by Hon. A. W. Beard, Governor Rice, Hon. H. H. Dana, Jr., Hon. E. R. Hoar, Hon. John M. Forbes, Prof. Chadbourne, Dr. Loring, Hon. E. L. Pierce, Rev. James Freeman Clarke, and others.

The American Linen Company's Mill in Fall River was partially destroyed by fire on the night of the 29th ult. The fire originated in the fourth story of the West Mill, and spread rapidly, that portion of the Mill being entirely destroyed. The loss is estimated at \$200,000. The total insurance is over \$400,000, in various offices in this State and in Rhode Island.

The Fall River Mill Corporations have agreed to take concerted action in the matter of shutting down for five weeks. The Slade, Osborn and Barnard Mills, which are on contracts, will run part and probably full time. It has not been decided whether the Mills will start up after July for a week, but if so, will close the week following.

It should be generally known that the Post Office authorities collect five cents on the delivery of every postal card passing through the mails which contains on the printed side anything whatever except the address.

CELEBRATION.—The town of Kingston, near Plymouth harbor, celebrated its One Hundred and Fiftieth anniversary on the 27th ult. In 1728 that part of Plymouth lying on Jones river, was incorporated as the town of Kingston, and the anniversary was duly honored with salutes, bell-ringing, a procession, oration, public dinner, illumination, &c., &c. Dr. T. B. Draw, the historian of the day gave a very interesting historical sketch of the town from the landing of the Pilgrims in 1620 to the year 1800. The present highway from Plymouth to Boston was located in 1708, and the first cart was built there in 1715. In 1717, the North part of Plymouth with a small fraction of the towns of Plympton and Pembroke, was set off as a precinct or parish, and the first minister, Rev. Joseph Tracey was settled in 1720. On the 16th of June, 1728, corresponding to the 27th, N. S., this precinct was incorporated as the town of Kingston, the name being suggested on the 28th of May, it being the birthday of His Majesty, George the First, then the reigning sovereign of England.

In the United States District Court, Boston, indictments have been found against Daniel Green, of New Bedford, wholesale dealer in malt liquors without paying the special tax; Martin H. Wallace, of Fall River, tobacco dealer, without paying the special tax.

The receiver of Hoyt, Sprague & Co., in the suit of the Berkshire Woollen Company against them, has filed a second report in the County Clerk's office. He shows that the creditors, who have proved new claims since his last report, amounting to \$2,894,693.34, of which the largest are the First National Bank of Providence, \$569,309.50; Alexander Farmer, \$495,000; Commercial National Bank of Providence, \$77,301.25; National Exchange Bank of Providence, \$64,025.60; H. L. Kendall, \$56,269.63, all of which are entitled to ten per cent.

The Argentine Congress has approved the treaty, concluded on the 3d of February last, between Paraguay, Brazil and Buenos Ayres, by which Cerito was adjudged to Buenos Ayres. The question affecting the district between Pilcomayo and Rio Verde has been referred to the arbitration of President Grant, while it was stipulated that the Argentine territory should be evacuated by Brazil within five months.

Two bales of the new crop of Rio Grande cotton shipped by steamer from Brownsville are due at New Orleans. It is understood that one of these bales will be expressed to Philadelphia to be exhibited at the Centennial.

William Quinn, who assaulted Ansel Carpenter and attempted to rob him while on his way to Attleboro' from Pawtucket, last October, with a load of coal, has been sentenced to five years in the State Prison, and for robbing an old woman in Attleboro' received a sentence of three years, making eight years' imprisonment.

The Merrimac Manufacturing Company has lost \$90,000 during the past year. The Everett Mills has gained \$35,936 during the year.

The case of Bridget Barry against the Weed Sewing Machine Company for damages for taking a sewing machine away from her after she had paid \$45 upon it, leaving only \$5 due, is before the courts. Much interest is manifested in the case.

Dr. E. B. Foote, publisher, has been convicted of sending obscene matter through the mails. The penalty is from one to ten years' imprisonment and a fine of from \$1,000 to \$5,000, or both.

The old First Congregational church at Northampton, Mass., was burned on the 27th ult. Insured for \$23,000. Eames and Sprague's two shops adjoining were partially burned; insured for \$10,000. The Court House was damaged \$2,000 worth.

William B. Duncan's mansion on Fifth Avenue, New York, was sold, out at auction on the 28th ult. It cost \$125,000, and was knocked down to Mr. Griswold, of Newport, for \$45,000. Pictures and bric-a-brac brought about \$25,000. A mahogany dining table \$225; a Turkish rug \$200, etc.

Mrs. Ruth Southworth of Plymouth, rounded her 90th birthday on the 24th ult. She is smart and bright, possesses all her faculties, and keeps house for herself and son, doing her own work.

Harriet Martineau, the distinguished authoress, died in London on the 27th ult., aged 74 years.

Mr. Blaine arrived at Augusta, Me., on the 28th ult., in 26 hours from Washington. He stood the journey very well, considering his enfeebled condition.

N. O. Johnson of Chester, Vt., has paid over \$400 for violation of the liquor law.

The introduction of the steam hammer in the Fall River Iron Works is said to have effected a surprising improvement in the quantity of the stock turned out, and it has necessitated the construction of a couple of new furnaces to furnish sufficient material for the hammer, and plate for the nailers.

Chicago claims to be the coolest city in Summer in the United States. The mean temperature for the last fortnight while other cities have been sweltering, has been from 65° to 68° Fahrenheit, with cool winds and an invigorating atmosphere. Nearly every gentleman carries an overcoat when he goes to business in the morning, and generally needs it before he goes home in the evening.

In the Circuit Court at Canandaigua, N. Y., the jury in the case of Wolf v. Connecticut Mutual Life Insurance Company, involving a claim of \$10,000, rendered a verdict for the plaintiff for the whole amount and interest. The defence was a clause which prohibited the use by plaintiff of alcoholic beverage, and he was addicted to the use of it.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Small-pox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroy all poisons in the blood.

His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1,347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

apl25-76 6m

DIE 7.

In this city, 27th ult. Ellen, wife of Gerritt Dillard, 59; 28th, Benjamin D. Jouvelet, 46.

In Dartmouth, 26th ult. James Tripp, 88 years, 3 months and 24 days.

In Nantucket, 25th ult. Elisha P. Fearing, M. D., 80 years and 8 months.

GRAND CENTENNIAL CELEBRATION



New Bedford.

One Hundredth Anniversary of Our National Independence.

JULY 4th, 1876.

PROGRAMME.

At 8 o'clock, A game of Base Ball will be played on the Common between the TAUNTON BASE BALL CLUB, of Taunton, and KING PHILIP CLUB, of Rockland.

FOR A PRIZE OF \$250.

At 10 o'clock, A Grand Procession will be formed on City Hall Square, under the direction of Capt. Lucius H. Morrill, Chief Marshal, in the following order:

FIRST DIVISION. Detachment of Police. Martindale's Band, of Brockton. Chief Marshal. New Bedford City Guards, Capt. Daniel A. Butcher, Jr.

Grand Army of the Republic, Henry W. Briggs, P. C. Schouler Guards, Capt. James R. Reynolds. Independent Order of G. U. O. F. Ancient Order of Hibernians.

SECOND DIVISION. Smith's American Band. Marshal. Centennial Guards and Yankee Volunteers, Major James F. Chapman, Commander. Loyal Orange Lodge, No. 40, Samuel Thomson, Master.

Mayor, Orator of the Day and Chairman of the Committee of Arrangements. City Government. Officers of United States Service. Invited Guests.

THIRD DIVISION. Azores Band. Marshal. Engineers of the Fire Department. Pioneer Hook and Ladder Company No. 1. Steamer Zachariah Hallman Company, No. 5. Truckmen's Association. Procession of Trades.

All organizations will report promptly at 10 o'clock, to the Chief Marshal, at City Hall, as the procession will move at 10.30, sharp.

Route of Procession.

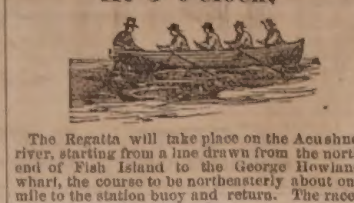
From City Hall Square through the following streets: William, Purchase, Campbell, Pleasant, Sycamore, County, Bedford, Third, Cannon, Second, Bush, Sixth, Union, Second, William, Purchase, Middle, Sixth, to City Hall.

Procession will be dismissed at 12 o'clock.

An Oration

Will be delivered at Liberty Hall by Hon. William W. Cropp, immediately after the dismissal of the procession.

At 3 o'clock,



The Regatta will take place on the Acushnet river, starting from a line drawn from the north end of Fish Island to the George Howland wharf, the course to be northerly about one mile to the station buoy and return. The races will be in the following order:

First for single sculls, 1st prize, \$40; 2d prize, \$20; 3d prize, \$10.

Second for whaleboats, 1st prize, \$60; 2d prize, \$30; 3d prize, \$15.

Third, for double oared working boats, 1st prize, \$40; 2d prize, \$20.

The tub race will follow that of the working boats near the same locality, 1st prize, \$10; 2d prize, \$5.

JUDGES.

Chairman—Capt. Wm. A. Board—Capt. James A. Crowell, Capt. Eben F. Nye, Capt. Edmund A. Potter and George W. Parker, Esq., will constitute the board of judges and they have adopted the following rules and regulations for the government of the races:

1. All entries free, and may be made until Monday, July 3d, at 3 P. M., at 39 Union street.

Single sculls shall not be less than 18 nor more than 24 inches wide. Shells ruled out. Whale boats must not be less than 38 feet nor more than 36 feet long over all, and not less than 22 nor more than 30 inches deep.

Double Oared Working boats not to exceed 131 feet in extreme length. Tubs not to exceed 25 inches across the top.

2. The drawing for positions will take place at the City Clerk's office on Monday, July 3, at 7.30 P. M., at which time each person or crew entered for the race will have some authorized person present to draw or take each place in the race as may be drawn by the judges.

3. Each boat will be required to carry such designation mark as the judges may select.

4. At 2.45 P. M. a flag will be hoisted on the judges' yacht announcing the opening of the regatta, and the boats entered for the first race will take their positions, and at 3 P. M. will start at the "word" "go." The other races will take place in regular order. Boats must be prompt and be in position at the time appointed.

5. An outside boat becomes entitled to the inside track, only when her stern has been drawn sufficiently ahead of the bow of the inside boat to show clear water between them.

6. Any boat swerving from a direct course in order to impede another boat will be ruled out.

7. Boats will round the station buoy from port to starboard or from West to East. If two or more boats round the station buoy at the same time, the outside boat must keep off and give the inside boat sufficient room to turn.

Any outside boat crowding the inside boat will lose its chance for a prize.

8. In the scull and whale boat races no third prize will be awarded unless three boats contend, and in the Working boat race no second prize unless two boats contend.

9. The ruling of the judges shall be final in all cases.

At 5 1-2 o'clock.



A Grand Balloon Ascension on the Common, by Prof. James R. Allen, aeronaut, of Providence, in his celebrated balloon Monarch. At the height of two thousand feet Prof. Allen will drop a live turkey from the balloon, and a reward will be given to the person capturing and returning it alive.

CENTENNIAL 1776. Programme 1876.

—OF— FIRE WORKS!

Furnished from the Laboratory of E. S. Hunt, Pyrotechnist, Weymouth, Mass. Bangfield, Foistall & Co. agents, Nos. 35 and 28 Federal Street, Boston.

At 8 o'clock, A Grand Display of Fire Works, on the Common, as follows:

From dusk until dark a profusion of Rockets of the largest calibre, and of every style of pyrotechny, will be discharged, when the exhibition will open with

GRAND ILLUMINATION of the whole area and all surrounding objects by Oriental Fires of all colors and intense brilliancy, producing on the assembled multitude an effect at once startling and beautiful.

ONE DOZEN PARACHUTE ROCKETS. These rockets are much larger than the ordinary rocket, and carry the air a small parachute, which floats through the air at an immense height, carrying with it a ball of fire in ever changing colors.

ONE DOZEN ILLUMINATED SHELLS. These shells have never been used in this country excepting by ourselves. They far excel in brilliancy the ordinary bomb shell, sustaining a gorgeous crimson illumination from the moment of its discharge from the gun until the explosion at an immense height.

ONE DOZEN BATTERIES OF CANDLES. Twelve extra large candles in each battery, discharging myriads of stars of every garb, nature, ending with a discharge of twelve mines, filling the air with serpents, stars and gold rain.

ONE DOZEN METEOR ROCKETS. (4 lb.) This rocket ascends much higher than the ordinary rocket, carrying a long tail of colored fire, and exploding in the air with the effect of a bomb shell, in fact combining both rocket and shell in one piece.

FOUNTAIN. A representation in pyrotechny of a Fountain in full play. The base of the structure is wrought in silver lance, interspersed with jets of stars of crimson, emerald, and peonies, while the basin is supported by two dolphins, each wrought in brilliant lance. A powerful jet of golden fire is thrown from the basin, which falling back and overflowing the basin, fills it with showers over the base. The mingling of the many and wonderfully colored fires forms a piece of wondrous beauty.

ILLUMINATION with two dozen Bengolas and three dozen colored fire.

ONE DOZEN PARACHUTE ROCKETS. ONE DOZEN ILLUMINATED SHELLS. TWO DOZEN ROCKETS. Two pounds, half each colored and plain.

SHIELD OF IRIS. An immense wheel of fire made to revolve with great rapidity, by large and powerful driving gears. The four arms of the piece being decorated with points and pots of variously colored fires placed at regular intervals, and the circumference surrounded by showers of golden and spar fires, an immense shield of rainbow hue is produced, forming an effect rare beauty. The whole terminates with flights of rockets, 36 rockets in each flight.

TWELVE BATTERIES OF CANDLES. ONE DOZEN METEOR ROCKETS. BATTERY OF SIX SOFT SHELLS. ILLUMINATION with twenty-four Bengolas and three dozen colored fire.

THUNDER WHEELS. Two immense wheels revolving with tremendous force by driving cases of great power and beauty. The arms of the piece are ornamented with pots of golden and emerald fire, which, with the saxons and wheels revolving and containing, in many beautiful colors, forms a piece at once unique and pleasing. The piece terminates with heavy explosions.

THREE FLIGHTS OF ROCKETS. TEN AERIAL SHELLS. TWO DOZEN ROCKETS. Two-pound. THREE BATTERIES OF CANDLES. ILLUMINATION, with Bengolas and colored fire.

BATTERIES OF SIX SOFT SHELLS. GRECIAN CIRCLES. A combination of shield-shaped circles of azure, purple and crimson fires, arranged in pyramidal form, and supported on a bouquet of parti colored fire, thrown from two small circles. From the top is thrown jets of colored and silver fire interspersed with colored stars. The piece is ornamented with revolving and contra revolving saxons and wheels, and terminates with flights of rockets.

TWENTY-FOUR ROCKETS. Two-pound. TEN AERIAL SHELLS. ILLUMINATION, with Bengolas and colored fire.

TWELVE PARACHUTE ROCKETS. TWELVE BATTERIES OF CANDLES. THREE FLIGHTS OF ROCKETS. BATTERY OF SIX SOFT SHELLS. TWENTY-FOUR ROCKETS. Two-pound. ILLUMINATION of Bengolas and colored fire. TEN AERIAL SHELLS. TWELVE BATTERIES OF CANDLES.

GRAND FINALE

Whaler's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING JULY 11, 1876.

NO. 21.

The Whaler's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY E. P. RAYMOND,

8 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance.

When paid strictly in advance.

Single copies 8 cents.

No paper will be discontinued until

all arrears are paid, except at the option

of the publisher.

Advertisements inserted at 50 cents

per square for the first insertion, and 25

cents per square for each subsequent inser-

tion. Ten lines or less constitutes a square.

The Shipping List has an extensive cir-

culation in the principal cities and towns

in New England, rendering it a valuable

medium for advertising.

A complete list of American Whaling ves-

sels with the latest report from each, is con-

tained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch

Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of

Islands, N. Z.

A. W. PEIRCE & CO., Honolulu, Sand-

wich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of

arrival, and the amount of Oil and Whale-

bone brought by each vessel.

Bls. Bls. Bone.

APRIL.

By Railroad, N. B.,

7 John Nicholson, N. Y.,

11 Nile, N. L.,

do, on freight,

25 Colon, N. Y.,

25 Gem,

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THE WEEKLY SUN.

1876. NEW YORK. 1876.

Eighteen hundred and seventy-six is the

centennial year. It is also the year in

which an opposition to the use of Representa-

tives, the first since the war, will be in pow-

er at Washington; and the year of the twen-

ty-first election of a President of the United

States. All of these events are sure to be

of great interest and importance, espe-

cially the two latter; and all of them and

everything connected with them will be

fully and freshly reported and expounded

in the Sun.

The opposition House of Representatives,

taking up the line of inquiry opened years

ago by the Sun, will sternly and diligently

investigate the corruption and misdeeds of

Grant's administration; and will, it is to be

hoped, lay the foundation for a new and

better period in our national history. Of

all this the Sun will contain complete and

accurate accounts, furnishing its readers

with early and trustworthy information

upon these absorbing topics.

The twenty-third Presidential election,

with the preparations for it, will be mem-

orable as deciding upon Grant's aspira-

tions for a third term of power and plunder,

and still more as deciding who shall be the

candidate of the party of Reform, and as

electing that candidate. Concerning all

these subjects, those who read the Sun will

have the constant means of being thorowly

well informed.

THE WEEKLY SUN, which has attained

a circulation of over eighty thousand copies

has its readers in every State and Ter-

ritory, and we trust that the year 1876

will see their numbers doubled. It will

continue to be a thorough newspaper. All

the general news of the day will be for-

warded upon it, and it will be condensed

when unimportant, at full length when

of moment; and always, we trust, treated

in a clear, interesting and instructive

manner.

As a family paper, the Weekly Sun has

the best family newspaper in the world, and

we shall continue to give in its columns a

large amount of miscellaneous reading, such

as stories, tales, poems, scientific inter-

esting information, for which we are

not able to make room in our daily edition.

The agricultural department especially is

one of its prominent features. The fashions

and also regularly reported in its columns;

and so are the markets of every kind.

THE WEEKLY SUN, eight pages, with

five-six broad columns is only \$1.20 a

year, postage prepaid. As this price bare-

ly repays the cost of the paper, no subscri-

ber made from this rate to clubs, agents,

postmasters, or anyone.

THE DAILY SUN, a large four-page

newspaper of twenty-eight columns, gives

the news for the day in the most attrac-

tive and readable manner. Its subscrip-

tion, postage prepaid, 50 cents per month,

or \$6.00 a year. SUNDAY EDITION, ex

tra \$1.10 per year. We have no travel-

agents.

Address, "THE SUN" New York City

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THE New-York Times.

A Political, Literary, and General

Newspaper.

DEVOTED TO REFORM IN

MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 the New York Times will complete

the twenty-fifth year of its existence.

Throughout a quarter of a century it will

have remained true to the objects and aims

for which it was founded. It has held

from the first a favorite place in the house-

hold; it has endeavored to stand on all oc-

casions by the side of truth and justice; and

it has advocated political principles

only when they were certain to promote

the honor and welfare of the country.

As a family paper, the Times has always

borne a very high reputation throughout

the United States. It is free from all ven-

erous advertisements and reports, and un-

der no circumstances whatever are "per-

sonal" announcements or questions of po-

liteness allowed to appear in its columns.

The disagreeable and the questionable

advocates of the day are not admitted into

the columns of the Times on any terms. The

paper, moreover, has always resisted the

temptation to publish sensational and in-

corrected news, and has opposed those

attacks upon the family as the basis of so-

ciety which are so frequently made, and

which have led to so much misery and crime.

As a political paper, the Times will be

devoted, as in the past, to a discriminating

support of the Republican Party, while it

reserves the right of expressing indepen-

dent opinions upon the measures or policy of

any Administration, or upon the course of

any leaders. Its attitude is that of inde-

pendence within the Republican Party, for

in that way can the interests of the people

be most effectively served. It is essential

to a political party to have a journal of its

own, and which it has been identified. It

has supported the Republican Party in the

past, often at its own risk and loss, and

always because it believed that party to be

founded on sound and patriotic principles.

But its support has been freely and impar-

tially rendered, and it will never consent

to serve as a mere instrument for registering

the decrees of politicians. It will adhere

closely to these principles, and will not

allow itself to be drawn into the important

controversies which will surely engage the

attention of the people of the whole country.

Great issues are at stake, and it will need

all the force of the press to sustain the right

cause. The Democratic Party is the party

of inflation, which is avowedly the first

step toward repudiation. The Republican

Party is in favor of a return to specie pay-

ments, by safe and judicious methods, and

of keeping the money market free from the

inflation which has been the cause of so

much suffering and ruin. This issue alone

would lead the Times to stand firmly by

the Republican Party. The Democratic

Party now boasts of its "Reform-

ing" spirit, but with Tammany Hall in

New-York, and a party of inflation and

repudiation in other States its professions

are of little value.

In the Presidential canvass, the Times will

strive to get the best candidates nominated

and afterward to render them a hearty

support. It will take no part in personal

inquiries, but will ever be ready to defend

leaders and candidates who are true and

faithful representatives of the people.

Its Editorial Columns will be conducted

in a spirit of fairness and impartiality, free

from all selfishness and party, political

jobbery, or undue favoritism.

The Sunday edition of the Times includes

in addition to all the news, selected and

THE DIAMOND RING.

"Roxie, Roxie, child!"

A young girl, lovely as the morning,

disentangled herself from the laughing

group about her to reply to the lady who

called her.

"Well auntie?" she said, with a back-

ward toss of the softest, brightest curls,

and a look of saucy defiance out of arch,

hazel-brown eyes.

"What was that I heard you say just

now?"

Roxie colored, but looked saucy still

and laughed. "I don't care," she said,

putting very becomingly the next moment.

"I do like Frank Thorley, although he is

papa's clerk. I shouldn't have said so,

only Ellen Richmond was making fun of

what she calls his assurance in dancing

with me so often to-night."

"I wouldn't dance with him again, my

dear."

"Why, not, pray?" Roxie exclaimed,

elevating her graceful eyebrows.

"Because you are a very pretty girl,

and he is a very handsome, impressive

young man. You may do him much

harm."

"I?"

"Such flattering preference as you are

evincing for young Thorley's society is

enough to turn any young man's head;

and, coming from a girl in your position

to a man in his, is calculated to do harm.

Take my advice, Roxie; he already sees

no one in the room but you. Lavish your

witcheries on some one less liable to lose

his wits in consequence of them.

Roxie turned away from her aunt a

little pettishly, and stole from under her

thick lashes a furtive glance in young

Thorley's direction. He was indeed

watching her, with his heart in his hand-

some eyes; and the vain little beauty

flushed with pleasure.

It was not long before Frank Thorley

asked her to dance with him again.

"He is so handsome and graceful, and

so entertaining," Roxie mused during

the instant's hesitation before she put her

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

J. & W. R. WING & CO.

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order
and to order by customers.



READY MADE CLOTHING
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF

WHALEMEN'S INFITTING AND OUTFITTING GOODS.

PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,

JOHN WING,

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to the sea in ships," and will endeavor to give satisfaction in all business transaction, and shall keep constantly on hand a full assortment of

**READY MADE CLOTHING
—AND—
FURNISHING GOODS,**

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.
The business hereafter will be conducted under the style of DOANE & CO.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 15 South Water Street, New Bedford, Mass.,

—DEALER IN—

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,
A cordial invitation is extended to my SEA-FARING FRIENDS to call and examine before purchasing elsewhere.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS
TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,
CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you; call and examine, all of which will be sold at low prices.

EDWARD T. TABER,

JOSEPH R. REED,

DARIUS P. GARDNER

WHALEMEN ATTENTION!

Bomb Guns and Lances.

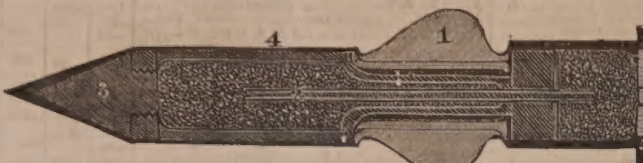


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH-LOADING BOMB GUNS,

—ALSO—

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and examined them, to be SUPERIOR to all other kinds, and are recommended in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well under water as above, as water has no effect upon either Gun or Lance. For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,

NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentlemen's Furnishings of every description, also a complete assortment of Cloths, Cassimeres, &c., and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect. Garments of all kinds made to order in the best style, and warranted to set at short notice. Being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,



No. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of
CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for
MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city equals.

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to own agents and masters of whaling vessels, that they have succeeded in getting the tonnage dues removed from whaling vessels visiting this port or the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31 gallons, in lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed.

The expenses attendant on shipment of oil at this port are as follows:
A package duty of twenty-four cents per barrel. Harbor dues, \$3; Secretary's fee, \$3; and a Harbor Police fee, as follows, viz:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4. This fee, however, is not incurred unless the vessel remains over 24 hours.

They still continue as hitherto, to supply Stores and negotiate Drafts on the same favorable terms as well as receive and ship home oil at the rate of One Dollar and Twenty Cents per barrel, deliverable at New York or Boston free of all other charges except insurance, which will be effected on the most favorable terms when required.

Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any person offering themselves as Pilots, as there are none licensed by the Government, and none needed, there being no obstructions whatever in the Bay.

One coming to anchor masters are also informed that the middle part of Charles Bay, from Notherly to a Southerly direction, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well past the Buoy to the leeward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.

There is now direct communication with the place by mail, which leaves New York about the 22d of every month, and arrives here on the 5th of the following month. All letters so forwarded to our care will be safely received, and delivered to the vessel, and by running well past the Buoy to the leeward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.

On coming to anchor masters are also informed that the middle part of Charles Bay, from Notherly to a Southerly direction, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well past the Buoy to the leeward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.

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Boston, Clinton, Fitchburg & New Bedford R. R.



Boston Taunton, Providence, and Martha's Vineyard.

On and after Monday June 26th, 1876, trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway at 7.30, and 9.15 A. M., and 3.40 P. M. Return, 8, and 10.50 A. M., and 5.30 P. M. Via Old Colony Railroad, 8 A. M. Return, 3.30 P. M.

Providence, at 7.30, and 9.15 A. M., 1.15, 3.40 and 5.30 P. M. Return, 8, and 10.50 A. M., 1.55, 4.40, and 7.40 P. M.

Taunton, at 5.30, 7.30, 9, and 11.5 A. M., 12.10, 3.40, and 5.30 P. M. Return, 6.32, and 9 A. M., 11.10, 3.15, 5.45, 6.50, and 9.20 P. M. Danvers, at 5.30, 7.30, 9, and 11.5 A. M., 12.10, 3.40 and 5.30 P. M. Return, 6.45, and 9.20, A. M., 12.25, 3.30, 4.40, 6, and 7.05 P. M.

Howland's, at 5.30, A. M., and 6.20 P. M. Return, 9.25 A. M., and 6.10 P. M.

East Freetown, at 5.30 A. M., 12.10 and 3.40 P. M. Return, 9.30 A. M., and 6.15 P. M.

Brainerd's, at 5.30, and 8 A. M., 12.10 and 3.40 P. M. Return, 9.35 A. M., and 6.20 P. M.

Aquashnet, at 5.30, 8, and 9.15 A. M., 12.10 and 3.40 P. M. Return, 9.45 A. M., 6.25 and 7.30 P. M.

Worcester via Mansfield and South Freetown, at 5.30 A. M., 12.10 and 3.40 P. M. Return, 9.45 A. M., 12.10, 3.40 and 5.30 P. M. Return, 8, and 11.15 A. M., 3.15 and 4.17 P. M.

Newport, at 7.30, and 9.15 A. M., and 3.40 P. M. Return at 7.20 and 10.49 A. M., 2.30, and 3.45 P. M.

New York, via Fall River and Stonington, at 5.30 P. M. Return, at 5 P. M.

New York via Shore Line, at 7.30, and 9.15 A. M., and 5.30 P. M. Sundays 8.45 P. M. Return, 8 A. M., and 1.10 P. M. Sundays, 10 P. M.

LEAVE TAUNTON, FOR

Boston, at 7.25, 8.06, and 11.10 A. M., and 4.30 P. M. Return, at 8, and 11.10 A. M., 2, 4.35, and 5.30, P. M., and 6.20 P. M.

Providence, at 5.25, 8.10, 10, and 11.15 A. M., 1.40, 4.35 and 6, P. M. Return, 8, 9.15, and 10.50 A. M., 1.55, 4.40, 6.20, and 7.20 P. M.

Passengers for way stations between Mansfield and Boston, in the morning will take the 5.30 A. M. train from New Bedford, and the 6.12 A. M. train from Taunton.

*On arrival of Shore Line from New York.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at 7.45 A. M., and 2.30 P. M.

Mattapoisett, at 7.45 A. M., 2.30 and 4.40 P. M. Marion, at 7.45 A. M., 2.30 and 4.40 P. M. Tremont, at 7.45 A. M., and 2.30 and 4.40 P. M. Cape Cod, at 7.45 A. M., and 4.40 P. M. Nantucket, at 7.45 A. M.

Plymouth, at 2.30 P. M.

LEAVE BOSTON, via Old Colony Railway, at 7.30 A. M., and 4.30 P. M.

LEAVE SAUNDWICH at 7.10 A. M., 2.43 P. M. LEAVE HYANNIS, at 7.05 A. M., and 1.52 P. M.

LEAVE TREMONT, at 9.50 A. M., 3.42 and 4.40 P. M.

LEAVE MARION, at 10.02 A. M., 3.37 and 5.52 P. M.

LEAVE MATTAPOISETT, at 10.14 A. M., 1 and 6 P. M.

Passengers from Way Stations on Old Colony Railway will take the 3.35 P. M. train from Boston.

WARREN LADD, Asst. Sup't.

Je26, 1876.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a partnership for the purpose of carrying on the Express business under the name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office No. 142 Union street, daily, (Sundays excepted) for Boston, Providence, Taunton and way stations at 6.45 and 7.15 A. M., and 10.15 A. M. Express from office 9.45, Depart at 10.15 A. M. Afternoon Express, from office 3.10 and Depart at 3.40 P. M.

This Express so long and favorably known to the public, now offers superior facilities to all persons wishing to transact business in the principal cities and towns in the United States and Canada.

Specie, Bank Notes, and other valuables, safely transported and stored. Drafts, Bills, Compons, &c., promptly collected. Goods of all descriptions forwarded with despatch.

This Express connects with steamer Monohasset for Wood's Hole, (Palmouth, Vineyard Haven and Edgartown, (Martha's Vineyard).

H. & Co., have the exclusive agency for the sale of Tickets via New York and Erie, New York Central and Pennsylvania Central Railroads, and their connections at all points South and West. Tickets for sale and information freely given at our office.

OFFICES:—In Boston, 34 Court Square, and No. 9 Milk street, opposite the Old South Church.

Providence, 34 Dorrance street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union Street.

A. D. HATCH, GEO. C. HATCH, CALVIN RAYMOND, JR.

New Bedford, May 20, 1876.

DAVENPORT, MASON & CO.'S NEW YORK EXPRESS.

Daily, via Fall River, Providence and Stonington, connecting with ALL THE EXPRESS COMPANIES in New York, North, South and West, California and Sandwich Islands, having competent Messengers who accompany each Express, our customers may rely upon orders being promptly answered and all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Passage Tickets to and from Europe for sale at this office.

CALIFORNIA TICKETS, by steamers leaving New York on the 5th and 21st of each month furnished as usual, and all information in regard to the route given without charge.

DAVENPORT, MASON & CO. New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York DAILY EXPRESS.

Via New Bedford and New York Steamship Line.

Leaves New Bedford and New York daily as per advertised time of that line.

A competent messenger will accompany each boat, and all orders will be promptly and faithfully executed.

OFFICES:—In New York, at 105 Wall Street, No. 346 Canal Street, corner of Church; and Pier 39 East River; New Bedford, at No. 19 Commercial Wharf. Order box can be found at Lawton's Drug Store, corner of Purchase and Union streets

BOSTON WEEKLY JOURNAL,

FOR THE CENTENNIAL YEAR,

1876.

ORGANIZE YOUR CLUBS.

"In order to keep well posted on news, politics and the affairs of a busy world, I find 'THE BOSTON WEEKLY JOURNAL' the most valuable paper in New England for family reading."

THE NEWS OF THE WEEK Carefully Compiled Expressly for the Paper.

The year 1876 promises to be full of interest and incident in this country. It will not only be a year of great excitement on account of the Presidential election, but the Centennial Exhibition at Philadelphia cannot fail to impart to the Summer months an amount of incident without precedent in the annals of our country. The resources of Journalism will be tested, for thousands who will be unable to be present in person will depend upon the accuracy of the full and accurate reports of the grandest peace event in the history of the United States. To obtain correct information of all that is passing for the benefit of the readers of THE BOSTON WEEKLY JOURNAL will be the duty of its publishers.

The political events of the year will be full of significance. While THE BOSTON WEEKLY JOURNAL is pronounced in its political sentiments, its editors deem it duty they owe to all political organizations to give full and impartial reports of their meetings. The merit is accorded THE BOSTON WEEKLY JOURNAL of giving to its political opponents a measure of fairness, especially in the way of information relating to movements, nominations and speeches, rarely found in the so-called party newspapers.

FAMILY READING. Varied and attractive to please the tastes of the intelligent classes.

THE MARKETS fully reported for the benefit of Farmers and Traders.

THE CENTENNIAL. The events of the Great Exhibition will be fully chronicled. AGRICULTURAL ARTICLES of a Practical nature, under the head of "The Farm and The Fireside."

POLITICAL EDITORIALS and political news presented fully and fairly.

RELIGIOUS INTELLIGENCE, giving movements of ministers and news of interest to all denominations.

NEW ENGLAND ITEMS, being a record of interesting incidents carefully culled.

REPORTS OF ALL MEETINGS of interest relating to Science, Literature, Education, and Domestic and Social Economy.

TERMS.

One copy, per annum, in advance, \$2.00

Five copies to one address, \$8.00

JULY 11, 1876.

WE HAVE
OPENED

WITH A NEW AND ELEGANT STOCK
—OR—
SPRING
CLOTHING.

SUITABLE FOR
MEN, YOUTHS, AND BOYS,
AT THE VERY
Lowest Market Prices,
A T
CHARLES FISHER'S
POPULAR
Clothing House,
64 PURCHASE STREET,
NEW BEDFORD, MASS.
[OPPOSITE CITY CLOCK.]

RICHARD S. HOWLAND,
SHIPPING
AND
COMMISSION MERCHANT,
No. 313 Davis Street,
SAN FRANCISCO,
California.
P. O. Box 382.
REFERENCES:
George & Matthew Howland, } N. Bedford
Ivory H. Bartlett & Sons, }
William W. Crapo, Esq., }
Charles Brewer & Co., Boston, }
Owen & Clark, Providence.
E. A. Mauriac, 4th Nat. Bank, New York, }
mh29'75 tf

H. A. POLHAMUS
H. A. POLHAMUS, JR.
H. A. POLHAMUS & SON,
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, & C.,
OFFICE, 140 FRONT STREET,
NEW YORK.
ESTABLISHED 1841.
may7'72

SOUTHWARD POTTER, 2D.
ACCOUNTANT,
No. 104 Union Street, (Up Stairs).
NEW BEDFORD, MASS.
Mr. Potter attends particularly to the
settlement of Whaling Voyages, and making
up Disbursement Accounts. Any ac-
counts trusted to him, will be faithfully
attended to. tf ept22'74

CHARLES R. SHERMAN,
DEALER IN
NAUTICAL, MATHEMATICAL, and
OPTICAL INSTRUMENTS,
Charts, Stationery Books, Patent
Logs, Stationery, &c.,
No. 49 North Water Street,
NEW BEDFORD.
SEXTANTS, QUADRANTS, SPY-GLASS
COMPASSES, &c., repaired in a workmanlike
manner, and on reasonable terms.
All orders thankfully received and
promptly executed.
oct20'74 1y

THE TAUNTON COPPER CO
OFFER FOR SALE
Yellow Metal and Copper Sheathing,
BOLTS, SPIKES, NAILS, & C
Old Metal taken in exchange for new
John P. Knowles, 2d, Agent,
Corner Commercial and Front Sts.
NEW BEDFORD, MASS.
apr2-72

I. H. BARTLETT & SONS,
(Established in 1813.)
PURCHASERS OF
Oils, Whalebone, Candles, &
ON COMMISSION.
NEW BEDFORD, MASS.
IVORY H. BARTLETT &
GEO. F. BARTLETT.

J. C. MERRILL & Co.,
SHIPPING AND COMMISSION MERCHANTS,
204 & 206 California Street,
SAN FRANCISCO, CAL.
Particular attention paid to the sale
Merchandise, purchasing and shipment of Cal-
ifornia and Oregon Produce, chartering of ves-
sels, effecting Insurance, &c.
Liberal advances made on consignments.
REFERENCES TO:—
William J. Reitch,
Leander A. Plummer,
James D. Thompson,
William H. Matthews
Western Howland,
George Barney,
Edward Merrill,
S. Grifflitte Morgan.

sep28'69- 1

OFFICE OF THE
Atlantic Mutual
INSURANCE COMPANY.

NEW YORK, January 24th, 1876.
The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs for the 31st December, 1875:

Premiums received on Marine Risks from 1st January, 1875,		\$5,840,021.88
Premiums on Policies not marked off 1st January, 1875,		2,465,372.87
Total amount of Marine Premiums—		\$8,295,394.75
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.		
Premiums marked off from 1st January, 1875, to 31st December, 1875		\$6,123,134.68
Losses paid during same period		2,712,068..5
Returns of Premiums and Expenses		1,217,477.26

The Company has the following ASSETS, viz.:

United States and State of New York Stock, City, Bank and other Stocks.....	\$10,314,946.00
Loans secured by Stocks, and otherwise.....	2,644,200.00
Real Estate and Bonds and Mortgages.....	267,000.00
Interest, and sundry notes and claims due the Company, estimated at.....	454,037.52
Receivable.....	2,076,320.50
Cash in Bank.....	863,402.40

Total amount to assets.....\$16,010,946.52

Six per cent interest on the certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 31st of February next.

The outstanding certificates of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of FORTY PER CENT is declared on the net earned premium of the Company, for the year ending 31st December, 1875, for which certificate will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones,	William H. Webb,
Charles Dennis,	Gordon W. Burnham
W. B. Moore,	E. Frederick Chauncey
Henry Coit	Charles P. Bondett,
Lewis Curtis,	Francis Skiddy,
Charles H. Russell,	Robert B. Minturn,
Lowell Holbrook,	Robert L. Stuart,
Royal Phelps,	James G. DeForest
David Lane,	Alexander V. Blake
James Bryce,	Charles D. Leverich,
Daniel S. Miller	Charles H. Marshall
William Sturgis,	Adolph Lemoyne,
John Elliott,	George W. Lane,
William E. Dodge	Adam T. Sackett,
Josiah O. Low,	Thomas F. Youngs,
C. A. Hand,	Horace Gray,
John D. Hewlett,	Winthrop G. Ray,
Edmund W. Corlies,	Samuel Hutchinson,

JOHN D. JONES President,
CHARLES DENNIS, Vice-President
W. H. H. MOORE, 2d Vice-President

feb'76

WHALING GUNS.

THE subscriber flatters himself that his **TOMB LANCE** for killing whales has the reputation so thoroughly established, that any comment in an advertisement would be superfluous. He trusts he hopes to merit a continuance of the same.

The Lances are for sale by the following Agents, and at the manufactory, by

J. A. BRAND.

Norwich, Ct., Feb. 29th, 1876.

AGENTS.

Edward P. Haskell, New Bedford, Mass.
Union Wharf Co., Provincetown, Mass.
Heman Smith, 21 Fulton street, Boston.
Crocker, Wood & Co., New York City.
Williams & Barns, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. V. Pierce & Co., Honolulu, H. I.
F. A. BARKEE, Russell, Bay of Islands New Zealand.

feb 29 '76.

PHINEAS WHITE, JR., —FURNISHES THE— PENDULUM PUMP.

THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.

Mr. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of Plumbing on the most reasonable terms. Call at No. 24 William street.

feb 76 1y

SEND 25c. to G. P. ROWELL & CO., New York, for Pamphlet of 100 pages, containing lists of 3,000 newspapers, and estimating cost of advertising.

mch 77 1y

CORDAGE.

THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish at short notice

GANGS OF RIGGING,

of all sizes, and of the best manufacture.

MANTILLA AND HEMP WHALE LINE, made from pure Mantilla and Russia Hemp. All orders sent to L. A. PLUMMER, Treasurer, Rotch's Square, New Bedford, Mass., will be promptly attended to.

WANTED.

We will give energetic men and women

Business that will Pay

from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. Particulars free, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address

J. I. ATHAM & CO.,
419 Washington St., Boston, Mass.
P. O. Box 2,154. my 23-3m

HOBART TOWN-----Tasmania.)

ROBERT R. REX,

Ship Chandler and Whaling Agent.

Whalemen's Stores of all kinds furnished at lowest prices

Letters for American Whalers forwarded to me, will be delivered as addressed. ly oct 26 '75.

PANAMA---U. S. C.,

GEORGE F. WILSON. JOHN BRAKENFIE

WILSON & BRAKENFIE,

PURVEYORS TO THE AMERICAN AND ENGLISH NAVIES, SHIPPING AND COMMISSION MERCHANTS.

ALL BUSINESS connected with WHALERS carefully attended to.

Exchange bought and sold.

REFERENCES.

Messrs J. H. Bartlett & Sons,
Lynn Street, } N. Bedford.
John Snow, Jr.,
William Lewis. }

oct 5 '75 1y

The Whalemens Shipping List.

NEW BEDFORD:
TUESDAY MORNING, JULY 11, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone to the United States, for the week ending July 10, 1876.

	Bls.	Sp.	Lbs.
New Bedford.	200	260	
Bark Mattapoisett.	1,151		
Brig Wm. & Anthony, New York.	263	22	
Steamer Colon, "Alps."	159		
Total.	1,814	282	
Previously,	14,719	26,211	68,773
From Jan. 1, to date,	16,683	26,202	68,773
Same time last year,	15,922	26,202	184,199

Exports for the week ending July 10, 1876:

	sp.	wh.	bone.
Previously,	10,650	5,400	96,832
From Jan. 1, to date,	10,644	5,403	96,832
Same time last year,	9,304	4,572	141,263

NEW BEDFORD OIL MARKET.

For the week ending July 10.

SPERM.—Has been in active demand, and sales were made of 2,200 bls. at \$1.31 per gallon, for export, and 200 do. of inferior quality, for manufacture, on private terms.

WHALE.—Is very dull, and we have no transactions to report.

WHALEBONE.—A sale was made of 2,800 lb. Arctic, at \$2 1/2 lb. for export.

IMPORTERS.

Per British brig William & Anthony, at this port, 3d inst., from St. Helena:—294 bls. sperm oil from bark President, 2d, 314 do. from bark Palmetto, to Charles R. Tucker & Co., New Bedford; 187 do. do. from bark Adeline Gibbs, 10 do. do. from bark Draco, to Jonathan Bourne, Jr., do. 378 do. do. from bark Ocean, to I. H. Bartlett & Sons, do. Total, 1,151.

Per steamer Colon, at New York, 3d inst., from Panama:—593 bls. sperm and 23 do. humpback oil from bark John Howland, to William O. Brownell, New Bedford.

Per steamer Alps, at New York, 26th ult.:—150 bls. whale oil to Hobson, Hurtado & Co., New York.

LETTERS.

A letter from Capt. Hamblin, of ship Eliza Adams, of this port, reports her in Faveaux Straits, April 30th, having taken a 90 bl. sperm whale since leaving Port William, Stewart's Island. Was bound home and expected to arrive in August.

A letter from Capt. Fisher, of bark Alaska, of this port, reports her at sea, 11 days out, having taken 40 bls. sperm oil. Had experienced heavy weather.

Correspondent of the Shipping List.

RUSSELL, Bay of Islands, May 31st, 1876.—A letter from Capt. Moulton, of bark Tamarlane, of New Bedford, reports her at Port William, May 7th, from a short cruise off Solandars, with oil as last reported,—bound to Hobart Town to discharge crew whose time was up, thence to Australian Right to cruise. Reports ship Eliza Adams, Hamblin, do. having taken 75 bls. sperm oil 1st of the month, and would sail for home with 2,200 bls. sperm and 300 do. whale oil.

The bark Splendid, Earle, of Port Chalmers had taken 400 bls. sperm oil on the Southwest Coast of New Zealand in three months.

The only two vessels now in port are the Niger and Coral, the former will ship about 1,000 bls. by the Coral, which will probably sail for New Bedford the last of next week. She has taken one whale since leaving Mangoni, making 100 bls. Reports 1st of May, off French Rock, bark Gazelle, Mosher, New Bedford, with 80 bls. sperm, and Matilda Sears, Childs, Dartmouth, with 60 bls. sperm since leaving here in April; Hunter, Holt, New Bedford, no report; ship Milton, Fuller, do. 2,200 bls.

HOME SHIPMENT OF OIL.—The Panama Star & Herald, of the 23d ult., refers with high praise to the course of the present Directors of the Panama Railroad Company in their efforts to facilitate the transit of freight, especially the transshipment of Oil from the whaling fleet. In proof of this, it refers to the statement of Capt. Frederick P. Cole, of the bark John Howland, of New Bedford, then in port, of the services and facilities rendered to him by the Company, and adds:

"The John Howland was towed by the Company's steam tug to a proper anchorage, free of charge; the launches were sent alongside of her and there received her cargo of oil which was brought to the Railroad Depot, carried across the road, and placed on board ship at Aspinwall, without extra expense to the ship, beyond the freight charge of 7 cents per gallon on sperm oil, and 6 cents per gallon on whale oil, placed in New York. Beside this, the Company received the John Howland's supply of stores, &c., that had come from New York; kept them in their sheds until she was ready to receive them, and finally took them to her without exacting any compensation for the extra service. After such unusual good treatment there is no wonder that Capt. Cole has felt it a duty to express through us, his great thankfulness for what had been done for him by the employees of the Company, individually and officially.

As in the case of Capt. Cole, we are assured that the other whaling Captains coming to this port with cargoes to be sent forward will also be the recipients of like attentions and facilities on the part of the Company's officers; and we have no doubt, that others are, and will be ready to testify, as Capt. Cole has done, that there is no equally good way like the Panama route for whalers to send home their oils safely, expeditiously and cheaply."

—The General Award bill was further discussed in the United States Senate on the 5th inst., and two amendments were adopted, 1st, extending the jurisdiction of the Court of Alabama Claims until July, 1877, and requiring claims to be filed within six months after the passage of the act; 2d, striking out the clause of the third clause for sums actually paid for insured property actually destroyed on the high seas.

—Senator Morrill, of Maine, entered upon his duties as Secretary of the Treasury on the 6th inst. It is announced that there will be many changes in his office when he shall have familiarized himself with its details.

THE EASTERN IMBROGLIO.

The intelligence from the East during the last few days is of the utmost importance. Both Serbia and Montenegro have declared war against Turkey. The war manifesto of Prince Milan was promulgated on the 1st inst., throughout Serbia. The manifesto says the Prince, animated by ideas of moderation, offered to send an envoy to come to an understanding. The Porte ignored the conciliatory offer, and continued to send fresh troops. It is necessary to enter the insurgent country in order to pacify it, organize principles of justice and legality without destruction of religion, and without failing to respect the integrity of the Ottoman empire.

The following is an extract from the Serbian manifesto. It commences by describing the insupportable condition in which Serbia has been placed since the outbreak of the insurrection, and continues: "Serbia has done nothing whatever to hinder the work of pacification, whilst on the other hand, Turkey has surrounded Serbia with a belt of iron. It is impossible, therefore, to remain longer within the bounds of moderation, and the Porte is responsible for any eventual bloodshed. The Montenegrins will be on our side, and it will not be long before the Herzegovinians, Bosnians, Bulgarians and Greeks will cooperate with us." Prince Milan concludes his manifesto by exhorting his troops to protect the frontier of Austria, which he says, has a claim upon their gratitude, because of the benevolent protection extended to their Herzegovinian brother.

Turkey is about to issue a circular to the great powers, throwing the entire responsibility for the war upon Serbia, and declaring Prince Milan a rebel because he succeeded from the union of vassals.

A special from Paris states that the English, German and Austrian ambassadors informed the Porte that the three powers were resolved not to interfere.

A dispatch from Widdin, 3d inst., reports that the Turks have captured some Serbian intrenchments near Zinear. The Serbians fled, losing 2,000 in killed, and wounded and prisoners.

THE CENTENNIAL ANNIVERSARY of our National Independence was celebrated in this city on the 4th inst., with due honors. The programme announced by the Committee of Arrangements was carried out with good success, the city throughout was gaily decorated with flags, Chinese lanterns and other ornamentation, the shipping in port presented an attractive display of bunting, and the presence of visitors from the neighboring towns was unusually numerous, and aided by the inspiring music of the Bands, notwithstanding the fervid heat of the day, the promise of the morning was fulfilled until the last stroke of midnight marked the completion of the most glorious anniversary of our national history. Hon. William W. Crapo, the orator of the day, at Liberty Hall, gave a succinct and interesting review of the local history of New Bedford from its earliest settlement in 1664, its commercial growth and prosperity to the present day. The Regatta in the afternoon attracted a numerous assemblage of spectators. The display of fireworks in the evening on the Common, was witnessed by an immense crowd, and with the exception of the proposed balloon ascension, which was prevented by an accidental rent in the balloon during the process of inflation, nothing of moment during the day marred the general enjoyment.

Our exchanges are filled with the details of similar enthusiastic celebrations throughout the length and breadth of the land. The orations of Hon. Robert C. Winthrop in Boston, of Charles Francis Adams in Taunton, and of Hon. William M. Evans in Philadelphia, are of marked excellence.

TERRIBLE INDIAN FIGHT.—General Custer killed, and his whole command slaughtered.—Such are these few words impart to the sad catastrophe to our troops fighting the savages as reported by a dispatch from Salt Lake of the 5th inst. The fight occurred on the 25th ult., and General Custer, the dashing, brave cavalry officer, two of his brothers, a nephew and brother-in-law, besides 315 other soldiers were slain in the conflict.

A special correspondent of the Montana Herald states that General Custer found the Indian camp of 2,000 lodges on the Little Horn river, and with five companies immediately charged the thickest portion of the camp. Major Reno with the other seven companies attacked the lower portion of the camp, on the other side. Three companies were placed on a hill as a reserve. General Custer and fifteen officers, and every man belonging to the five companies were killed. Colonel Reno retreated under protection of the reserve. The Indian camp was from three to four miles long, and comprised from 2,500 to 4,000 warriors. Lieutenant Crittenden was among the killed. The Cheyennes, by their numerous depredations are said to be responsible for the disturbance, notwithstanding their leading men, Red Cloud, Spotted Tail and other chiefs have used their utmost influence to hold their people at home.

—Further investigation of the Democratic manipulation of the Indian trust fund bonds in the Interior department under Buchanan's administration show a defalcation of more than five millions of dollars. Except for Secretary Chandler's well-known business and usefulness, it is probable that this immense swindle would have remained undiscovered. The facts will be turned over to Attorney General Taft for such action as can be taken by the government.

—Mrs. Esther Norwell, an inmate of the Berkley Almshouse, is said to be 110 years old.

A PREJUDICED CLAIM.—In the Alabama Claims Court, the case of Domingos Francisco alias William Roberts, of Vallojo, Cal., a common sailor claiming compensation for \$613 worth of clothing, was dismissed by the presiding Judge with accompanying remarks, showing that no encouragement will be given to questionable or exaggerated claims before that tribunal:

"The complainant in this case, when examined as a witness, states that he joined the bark Waverly, at New Bedford, Mass., in December, 1863, and, in answer to further interrogatories, in his statement in regard to the value of his personal effects, which he alleges were destroyed upon the Waverly, he states he had three suits of clothes, one valued at \$35, the second at \$85, and the third at \$65; that he had six suits of working clothes valued at \$30 each; and, it follows upon further investigation, that he insists that he values the clothes destroyed at \$513. He was a common sailor, a boatsteerer. He speaks of bedding worth \$25, in addition to two pairs of blankets at \$14, a chest for his clothes, at \$40, two duce boxes at \$7.50 each, and finally winds up with the statement that these articles were all lost. Now, it is expected in a case of this kind, when the witness is not present, probably, that the Court should abstain from commenting upon the unreasonableness of this testimony. If the witness was here in court and had the opportunity to defend himself when the charge is made that he has, in all probability, made a false statement, it might then be proper for the Court to indulge in some severe remarks in connection with his statement. We ought perhaps to abstain from that, but, at the same time, we are compelled to say unanimously that we do not credit this statement. The statements are, to our minds, absolutely false, and resting under this impression we are obliged to enter a judgment of dismissal, which we do."

THE FRIGATE HUSSAR.—Another attempt to recover some five millions of treasure from the wreck of the sunken frigate Hussar, near Port Morris, New York, is being made by a company under the superintendence of Mr. Horace Barnes, of Worcester, Mass. The Hussar arrived with the frigate Mercury at New York on November 23d, 1780. The vessel carried the money to pay off the British troops, but on arriving, the money, amounting to \$260,000, was all transferred to the Hussar, which also took on board seventy American prisoners, and set sail for New London, Conn. The commander determined to make a passage through Hell Gate, but failed; the vessel struck heavily on Pot Rock, and the swift current drifted her helplessly along past Randall's Island. When she became manageable the captain decided to beach her in a marshy cove below Port Morris. With the assistance of some farmers the vessel was run ashore at high tide and fastened by hawsers to some trees. As the tide receded the strain broke the cables. Some of the trees were pulled up and the vessel, with a sudden lurch, went over the ledge and sunk in 100 feet of water. Here she has been ever since, and numerous attempts have been made to get at the great treasure. The British Government sent over two brigs in 1794, and they labored for two Summers. One of them sank and the other was driven off by the American Government. In 1819 a company was formed and work begun, but no progress was made. Others undertook the work but failed. Over fifty thousand dollars was expended in a coffer dam, which could not resist the strong current.

A general survey of the wreck was made on the 1st inst., by Mr. Cook, a diver from San Francisco, of great reputation. He was lowered to the wreck from a platform on the shore side of the vessel. He found little of the old frigate left. There remains the worm-eaten keelson, the knees, and planking below the copper line, all of which is covered with a thick deposit of sand and mud. The money is supposed to be in the ship's treasury in the run. Over this is a solid mass of kedge and shingle ballast, which, by the action of the water, have become so conglomerated that the substance is as hard as iron.

The company now engaged was formed about twenty years ago, and they have prosecuted the enterprise at intervals ever since. Money has been found in the wreck, but not in sufficient quantities to pay. In the Central Park Museum is a cannon taken from the wreck, and the British Museum paid \$1,500 for a bronze gun. The company now hope by improved machinery to get at the money.

Antonio Lopes de Santa Anna known to the world as an eccentric and daring Mexican General, died in Mexico on the 24th of June, aged 60 years. He was virtually Dictator of Mexico from 1841 to 1844, when he was deposed and banished, but subsequently returned and in 1853 was appointed President for one year, ruling with despotic authority until in 1855 he signed his unconditional abdication, and sailed for Havana, and again returned to Mexico in 1857, where he again attempted to gain an ascendancy, but was taken prisoner and condemned to death, but pardoned by Juarez and again banished. After the death of Juarez he returned to Mexico, and finally died in seclusion.

—Colorado has voted to accept the State Constitution framed by the Convention which assembled last December. This was to be expected, and the large majority given to the Constitution will not surprise anybody. By the terms of the Enabling act of Congress, the only formality now remaining is the proclamation of the President, to be issued on the reception by him of the certificate of the result of the election. This proclamation being made, Colorado will be fairly admitted to the Union on an equal footing with the other States. The election took place July 1st. If it could have occurred in time to have the Presidential proclamation issued July 4th, an additional feature of interest would have been given to the admission of what we must suppose we shall call "The Centennial State."

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Smallpox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroy all poisons in the blood. His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhea Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1,347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

apl25-76 6m

The Chicago Tribune engaged a writer who proved to be too original. The first day he was in the office he alluded to "this centennial year" and "the simplicity of our forefathers." That was pretty bad, but his fault was mercifully attributed to a weakness of the head rather than of the heart. The next day he brought in what he denominated "a bully joke," to wit:

The men who expectorate upon the floor cannot expect to rate as gentlemen.

He was kindly cautioned, and promised to do better, but next day, having been sent to report one of the cemeteries, he came home and began writing up his story as follows:

Under the sod and the dew
Waiting the Judgment Day.

But even then, in the depth of the managing editor's mercy, there was mercy still reserved for him, and it was not until he came in and said: "Talking about the Sultan and his being dethroned, don't it seem to you that you could put a good thing into the editorial page?—say, The Sultan Abdul Aziz is now the Sultan Abdul Azwas. That'll be copied, you bet your boots," that the managing editor said to him: "Return, you ransomed sinner, home."

He is now prepared to accept a position on some other paper.

The old Northampton Bank has not bought back from the robbers its stolen bonds and those of its customers. Negotiations have been in progress for some time, however, and the only question is, how much? To show that they have got the documents the robbers have sent on a specimen or two. Meantime the bank has so well advertised the property that the thieves don't dare to sell any of it or to collect the coupons. It is dead property on their hands, and probably they and the bank will come to an agreement before long.

The business portion of the village of St. Johnsbury, Vt., was destroyed by fire on the 1st inst. The fire broke out in the paper mill next to the Passumpsic river, and swept rapidly through the village, destroying sixty stores, mills, dwellings, barns, &c. The area burned over was 1,000 square rods. The loss is estimated at \$70,000.

Information has been received of the failure of a pearl fishing expedition which sailed from New York a year ago for Tahiti. The plan was to construct a boat with false bottom on the diving bell principle, go down to Central America or the Gulf of California, sink the craft to the bottom, and then deliberately scoop in the beds of pearl oysters from depths before inaccessible, every man taking out his dividend. The result was that the thing didn't work, and the professional pearl hunters to whose direction the affair was intrusted could only tow the diving machine helplessly to the shore, where it remained at last accounts, high and dry in the Bay of Panama.

A divorcee lawyer, named Oscar A. House, doing business in New York, was shot and instantly killed at his residence, six miles from Trenton, on the 1st inst., by a woman with whom he has been living for the past eight years. Her maiden name was Irene A. Vansant. He was 42 years of age. The coroner's jury found a verdict of deliberate murder against the woman, and she is now confined in the Mercer county jail. She is 32 years old, a very pretty blonde, and bears a very bad name.

Westfield is excited over a mistake of druggist named M. J. Bond, by which Willie Brooks, 7 years of age, died. The druggist has left town.

The United States Senate on the 5th inst., passed a resolution that Congress assume the completion of the Washington Monument.

In the life of Rayden, recently published, these hints may be found: "A man on the wrong side of the ledger seldom cares to have his real condition known. With a good balance to his credit he invites investigation." "It seems as if a man deeply in debt becomes so long accustomed to suppression that he dislikes the process of disclosure, even if it brings relief." "It is not the great debts that troubles the insolvent man; it is the small ones, as Dr. Johnson said, 'that rattle about your head like shot.'"

The Old Colony Brick Company at Bridgewater, Mass., are making 60,000 bricks a day.

WHAT OLD STAMPS WERE FOR.—About two years ago one of the patrons of an up-town Sunday School in New York, which is presided over by Mr. John J. Donaldson, of the firm of H. B. Clinlin & Co., promised one of the pupils, a young girl, that if, by the first of July, 1876, she succeeded in collecting 1,000 canceled postage stamps, he would settle upon her a sufficient annuity to support her for life. The young girl told Mr. Donaldson of this promise, and he interesting himself in her behalf, told her to get it in writing. She did so, and he assured her of his assistance in procuring the requisite number. As the end of the limit of time approached, some other persons were interested, and about a month ago the million of postage stamps had been obtained, and the gentleman above alluded to, as we learn from the New York Times, has redeemed his promise.

CREW LIST OF VESSELS SAILED.

Bark Helen Mar, Capt. George F. Bauldry, sailed from this port July 6th, 1876, for the North Pacific Ocean. The following persons compose her crew:

J. S. Carter, of New York, first mate; John Cashman, of New Bedford, second mate; Algonen F. Brownell, of Westport, third mate; Henry Bronk, New Bedford, fourth mate; Valentine Parker, do., cooper, shipkeeper and boatswain; John H. Lowme, Owego, N. Y., Charles Dowdale, Norwich, Conn., and Seth H. Redding, Pocasset, boatsteerers; W. H. Miller, New Bedford, steward; Victor Young, do., cook; George R. Mayhew, do., Ambrose L. Jones, do., Joseph Dillman, do., Frederick G. Bassett, do., William Hamilton, do., Warren H. Dixon, do., Alexander Bean, do., Willard E. Chadwick, Sandwich, John P. Hart, Boston, Arthur Hunt, do., George H. Tibbatts, Newburyport, Walter H. Story, Lowell, Lafor st Whit tier, Acushnet, Elison V. Buckley, North Hyde Park, Vt., Henry A. Nipgen, New York, Frederick S. Fuller, Springfield, Matthew Sherlock, Framingham, Wilbur H. Johnson, Lewiston, Me., and P. O. Gillette, New York city, seamen.

Bark Arnolda, Capt. Isaac C. Howland, sailed from this port July 6th, 1876, for the Atlantic Ocean. The following persons compose her crew:

Joseph S. Gelett, of Mattapoisett, first mate; Frank Morris, of New Bedford, second mate; William F. Ross, of do., third mate; Peleg H. Allen, of do., fourth mate and boatswain; J. H. Hillman, do., cooper; Anselmo Joseph Alvis, steward; Manuel Almada, do., cook; Bazilia Gomes, do., Antonio Bagarra, do., Joao Antonio, Cape Verde Islands, and Joseph Rose, Western Islands, boatsteerers; John Harris, New Bedford, Thurlio do Kozza, do., Joseph Gomez, Cape Verde Islands, Antonio Correa, do., Mersalino Rocha, do., Luiz Antonio, do., Bernard Peres, do., Jose Lopes, do., Mersalino Andrade, do., Manuel DaSilva, do., Manuel T. Costa, Western Islands, Joseph Lewis, do., Lucus McCullough, Kema, Antonio Gonsalves, New Bedford, Manuel W. Fratts, Dartmouth, Carlton B. Duryea, Brooklyn, John Hawkins, Chelsea, Thomas Eaton, Troy, George W. H. H. Chelstone, and Adam Coulter, Clinton, seamen.

Bark Sea Ranger, Capt. Stephen Flanders, sailed from this port July 6th, 1876, for the Atlantic Ocean. The following persons compose her crew:

J. D. Pease, of Edgartown, first mate; Franklin E. Perry, New Bedford, second mate; Augustus Smith, Astoria, third mate; Eugene F. Russell, Mattapoisett, fourth mate; William F. English, New Bedford, cooper and shipkeeper; Julian Martino, do., George Banker, do., John E. Giles, do., boatsteerers; W. P. Vincent, Chilmark, George McDonald, Stoughton Center, steward; Edward Cookhouse, New Bedford, cook; Frederick W. Cornish, do., John McLane, do., W. McKanno, do., John H. Francis, Manuel Rogers, do., Joseph Carter, do., Antonio Francis, Flores, Joseph Silva, Bravo, John Fernandez, do., Henry Lombor, do., Peter Antonio David, do., Kate Gomez, do., Albert F. Fisher, Falmouth, D. H. G. Bell, Fiverton, Ulysas L. Clark, Middleborough, Frederick L. Howard, Westport, Frank P. Sanford, do., Samuel G. Mingo, West Tisbury, Frank H. Gifford, Fall River, Frederick Averill, Oldtown, Harry A. Elmisle, Charlestown, James A. Ivey, Lowell, and John Evers, Hamburg, seamen.

MARRIED.

In this city, 2d inst., Mr. George I. Buck to Miss Ella G. Vaughan; Mr. John H. Chase to Mrs. Rebecca Taber, all of this city; Mr. George Matthews to Miss Emma Tripp, both of Fairhaven; 4th, Mr. Thomas W. R. Shaw to Miss Henrietta P. Stacy; 6th, Mr. Frank E. Pease to Miss Rosann Woodfield; Mr. John Hartwell to Mrs. Lina Jackson; 8th, Mr. Frederick Swift to Miss Sarah R. Rotch, all of this city.

In Mattapoisett, 1st inst., Mr. Herbert S. Pierce, of this city, to Miss Nettie Blanchard, of East Killingly, Conn.

DIED.

In this city, 3d inst., Saloma, widow of the late Burrell A. Manchester, 64; Herbert E. son of Orin W. and Susan A. G. Jenney, 3 months and 26 days; 4th, Tom S., son of William G. and the late W. H. Taber, 6th, Harrison G. O. Cole, 57 years and 7 months; 7th, Ellen C., wife of William H. Walker, 30 years, 2 months and 26 days; 8th, Cornelia, wife of Philipander R. Swift, 47 years and 7 months.

In Mattapoisett, 6th inst., Isaiah Furrington, 63.

In Nantucket, 1st inst., Miss Lydia Worth, 53 years, 8 months and 26 days; 2d, Charlotte, wife of Capt. Peter G. Smith, 63 years, 7 months and 14 days.

COMMONWEALTH OF MASSACHUSETTS.

CITY OF NEW BEDFORD.

To Henry C. Hathaway, Luther M. Dayton, John Corey, Henry W. Bumpus, William J. Norton, Jr., Patrick Cannavan, Edward W. Waite, William E. Macomber and Lemuel D. Adams, Constables of the City of New Bedford.

IN the name of the Commonwealth of Massachusetts, you are hereby required to proceed forthwith to kill or cause to be killed all dogs within the said City not duly licensed and collared according to the provisions of the act of the year eighteen hundred and sixty-seven, entitled "An act concerning dogs, and for the protection of sheep and other domestic animals," and you are further required to make and enter consular record of the names of the dogs so killed.

Hereof fail not and make due return of this warrant with your doings therein, stating the number of dogs killed and the names of the owners or keepers thereof, and whether all unlicensed dogs in said city have been killed, and the names of persons against whom complaints have been made under the provisions of said act, and whether complaints have been made and entered against all the persons who have failed to comply with the provisions of said act, on or before the first day of October next.

Given under my hand and seal, at New Bedford, aforesaid, the 7th day of July, in the year eighteen hundred and seventy-six.

ABRAHAM H. HOWLAND, Jr., Mayor.

A true copy, attest:

HENRY C. HATHAWAY, City Marshal.

Jy11 and Constable of New Bedford.

THE WEED SEWING MACHINE CO. OUT-RIVAL

All other companies in the production of SEWING MACHINES.

THEIR

Family Favorite,

for household use is renowned for its Great Simplicity,

Ease of Running, and

Wide Range of Work.

It does not cost more than ten per cent, as much to keep them in repair for ten years, as for any other machine in the market.

THE GENERAL FAVORITE

Nos. 2 and 3;

are destined to supplant all others for manufacturing purposes. They are constructed with drop and wheel feed, and

Cannot be Equalled for Speed and

Endurance.

The upper and under thread of the No. 3 are drawn together (same as the Howe), and its thorough construction and great speed, economical running, renders it the most desirable leather stitching machine ever placed on the market.

Agents wanted in every town. Special inducements for cash.

Please call or address

WEED SEWING MACHINE CO.,

JAMES H. FOWLER, Manager,

18 Avon Street, Boston.

N. F. EDDY, Agent, New Bedford,

Jy11'76 4t Mass.

MARTHA'S VINEYARD.

WOODS HOLE, FALMOUTH HEIGHTS NANTUCKET.

The steamers MARTHA'S VINEYARD, Capt. Benjamin C. Cronwell, and MICHIGANSETT, Capt. Charles C. Cronwell, will run as follows:

On and after June 30th, 1876, leave New Bedford for Vineyard Highlands and Oak Bluffs at 10 A. M., being hour of arrival of trains leaving Boston 8 A. M., Providence 8 A. M., Newport 8 A. M., Fall River 8 25 A. M., Taunton 9 08 A. M., 1 P. M., being hour of arrival of trains leaving Boston at 11 30 A. M., Providence at 10 50 A. M., Worcester 9 30 A. M., Fitchburg 9 05 A. M., Lowell 7 10 A. M., Hartford 6 50 A.

Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING JULY 18, 1876.

NO. 22.

The Whaler's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY E. B. P. RAYMOND,

8 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 8 cents.

No paper will be discontinued until

all arrears are paid, except at the option

of the publisher.

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per square for the first insertion, and 25

cents per square for each subsequent inser-

tion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive cir-

culation in the principal cities and towns

in New England, rendering it a valuable

medium for advertising.

A complete list of American Whaling ves-

sels with the latest report from each, is con-

tained in this paper.

FOREIGN AGENTS.

JOHN G. DODDARD & CO., 79 Gracechurch

Street, London, England. E. C.

FREDERICK A. BARKER, Russell, Bay of

St. Paul, N. Z.

A. W. PEIRCE & CO., Honolulu, San-

don Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of

arrival, and the amount of Oil and Whale-

bony brought by each vessel.

Sp. Bk. Bone.

JANUARY.

By Railroad, N. B., 40,885

7 Jos. Nickerson, N. Y., 101

11 N. L., 385

do, on freight, 4,500

25 Colon, N. Y., 136

25 Gen., 81

..... 52,885

FEBRUARY.

2 Humber, Boston, 70

14 Azor, 1,185

21 City of Dallas, N. Y., 151

25 Young America, 2,945

27 Colon, 69

28 Hart, Gosnell, N. B., 817

31 A. Blake, Marion, 20

..... 3,367

APRIL.

1 Scyon, N. B., 93

1 P. L. Simmons, N. L., 500

7 Flying Fish, 290

7 Europa, N. B., 1,600

15 Helen Mar, N. B., 1,600

15 Gen., 301

..... 5,410

MAY.

1 Arnold, N. B., 620

20 Marcella, N. B., 410

15 Adams, N. Y., 1,050

11 C. H. Pigeon, 200

14 Fleetwing, 24

20 Roman, N. L., 1,300

22 Concord, N. Y., 68

24 Stafford, N. B., 375

..... 2,330

JUNE.

5 Gov. Morton, N. Y., 250

6 R. W. Wood, N. B., 1,613

6 Trion, 34

14 Atlantic, 400

15 President, N. B., 60

15 Adams, N. Y., 1,125

21 Merlin, N. B., 950

21 Crescent City, N. Y., 809

26 Alps, 150

..... 985

JULY.

1 Elvie Allen, N. B., 2,273

3 Mattapoisett, 200

3 Wm. & Anthony, N. B., 1,125

3 Colon, N. Y., 693

..... 72

..... 22

..... 122

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 The New-York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded, and has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when the public interest required it to do so, and when the welfare of the country was at stake.

As a family paper, The Times has always borne a very high reputation throughout the United States. It is free from all objectionable political and religious opinions, and under no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The disgraceful lures of quacks and medical pretensions, which pollute so many newspapers of the day, are not admitted into the columns of The Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous journals, and has opposed the attack on the Family as the basis of Society which arose frequently made, and which have led to so much misery and crime.

As a political journal, The Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of any leader. Its attitude is that of independence within the Republican Party, for in that way can the interests of the people be most efficiently served. Party government is essential to a constitutional country, and when journals profess to have "no party" it is because they have no principles. The Times is faithful to the convictions and aims upon which the Republican party is based, and it is not the least of its merits that it was not originally established as an "organ," nor has it ever asked or received any "favors" whatever from the party with which it is so closely identified. It has supported the Republican Party in the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. For its support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to these principles in the important campaign which will shortly engage the attention of the people of the whole country. Great issues are at stake, and it will need all the force of the press to sustain the right side. The Democratic Party is substantially for the Union, which is the first step toward republicanism. The Republican Party is in favor of a return to specie payments, by safe and judicious methods, and of keeping faith with the national creditor; and thus of preventing widespread ruin and irreparable national dishonor. This issue alone would lead The Times to stand firmly by the Republican Party. The Democratic Party now boasts loudly of its "Reforming" spirit, but with Tammany Hall in New-York, and a party of inflation and repudiation in other States its professions are of little value.

In the present election canvass, The Times will strive to get the best candidates nominated and afterward to render them a hearty support. It will take no part in personal intrigues, but will be ready to defend leaders and candidates, who are true and faithful representatives of the people. Its Editorial Columns will be conducted in a spirit of fairness and impartiality, free alike from disinterested aims, political jobbery, or undue favoritism.

The Sunday edition of The Times includes in addition to all the news, selected and original literary matter of the most varied and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper. Among the contributors of original stories or articles to this paper are Bret Harte, J. W. De Forest, Thomas Hardy, Duke Cook, William Black, and a host of others, whose names are being carried out with many other distinguished authors.

TERMS TO MAIL SUBSCRIBERS: All editions of The Times are sent free of postage in the United States. THE DAILY TIMES, per annum, including the Sunday edition, \$12. THE DAILY TIMES, per annum, exclusive of the Sunday edition, \$10. THE SUNDAY EDITION, per annum, \$2.

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Selected Editorials from the Daily Times, General News, Domestic and Foreign, the Proceedings of Congress and the State Legislatures, Full and Interesting Correspondence, Book Reviews, the Choice Literary Selections, Original Stories by Bret Harte and other distinguished writers. Its most prominent feature will be a complete Agricultural Department, with Original Articles from Practical Farmers; Complete Weekly Market Reports; full Reports of the American Institute Farmers' Club; Financial Summary of the Live Stock, Dry Goods, and General Markets.

IN CLUBS OF THIRTY, ONE DOLLAR PER ANNUM.

ONE COPY, ONE YEAR, \$1.00. Five Copies (per annum) \$7.50. Ten Copies " " " 12.50. Twenty Copies " " " 22.50. Thirty Copies " " " 30.00. AND ONE EXTRA COPY TO EACH CLUB. For every club of fifty, one copy of THE SEMI-WEEKLY TIMES to the getter up of the Club.

POSTAGE FREE TO SUBSCRIBERS.

NEW-YORK SEMI-WEEKLY TIMES

Is published every Tuesday and Friday, and contains all the agricultural and literary matter of the Weekly edition, and a full and careful compilation of editorial and news features of the Daily. Terms of the Semi-Weekly Times: One copy, one year, \$3; two copies, one year, \$5; ten copies, one year, (and one extra copy for \$25).

Subscriptions to either of our editions are received for a less length of time than one year at the yearly rate. The Semi-Weekly and Weekly mailed one year to clergymen at the lowest rates. Specimen copies sent upon application.

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These prices are reliable. We have no traveling agents. Remit in drafts on New-York or Post Office Money Orders. If possible, and where neither of these can be procured send the money in a registered letter. Terms, cash in advance.

Address THE NEW-YORK TIMES, New-York City.

Written for the Whaler's Shipping List.

THE OLD SOUTH CHURCH.

BY A. H. G.

When persecuted for devotion,

And driven exiles from their doors,

The Pilgrims crossed a treacherous ocean,

And landed on our rock-bound shore.

They felled the forest, cleared the swamp,

And filled in peace the upturned sod,

And free from ostentatious pomp,

They worshipped there the living God.

They toiled not for the wealth of men,

But prospered as the years rolled by;

They bowed down to no human shrines,

But humbly placed their trust on high.

And as the years rolled on apace, [trod,

The "straight and narrow path" they

And taught the copper-colored race

To venerate the white man's God.

In time they passed on "unto light,"

And children's children fill'd their place,

And fashioned temples where they might

Perpetuate the Pilgrims' faith.

And in the good old town of Boston,

(But not on a lofty perch,)

In view of the billowy ocean,

They built the famous Old South Church.

It stands there yet, though ages since,

Its founders crumbled into dust,

But not a brick doth scarce evince

The inroads of decay and rust.

This relic of yore olden day

With hallow'd memories still is rife

For thousands here have learned the way

Which "leadeth to eternal life."

When groaning 'neath oppressive acts

Of despots dwelling o'er the sea,

They were subjected to a tax

Of two pence on each pound of tea,

Our fathers' grandfathers, one and all

Denounced the act as tyranny,

And met within its sacred walls

To fan the spark of liberty.

Once in the annals of the town

We find this house of God defiled

By armed hirelings of the Crown,

With rum and pillage rendered wild;

And walls and ceiling overhead,

From morn till night, day after day,

Re-echoed to the measured tread

Of soldiers training for the flag.

But when the hard-fought fight was won,

And Freedom's banner was unfurled,

And noon-day sun shown down upon

This best Republic in the world,

Those sainted patriots did restore

The temple of their pride and boast,

And gathered 'neath its roof once more,

Gave glory to the Lord of Hosts!

A century hath great changes wrought,

And in this more enlightened day,

Descendants of the Pilgrim stock

With zeal are striving that they may

A sum exorbitant obtain

To satisfy the avarice

Of Christians who, "for greed of gain,"

The Old South Church would sacrifice.

God bless those noble-minded men,

And crown their efforts with success,

May contributions shower on them,

From North to South and East to West!

Long may the Old South Church be given

The homage which old age command

And may its steeple point toward Heaven

When we are numbered with the sands!

Attending one's own Funeral.

I was lying dangerously ill, and aware

that those around me supposed me to be

verging upon the very point of death. All

at once I felt something giving way, and I

was lost in perfect unconsciousness.

How long I remained in that state I

cannot tell; but think it must have been

about two hours. When I regained my

powers of mind, I could distinctly hear

the sobbing of my friends around me, and

they were approaching my bedside. From the voices, I recognized Mrs. Jameson, a neighbor whose services were usually in great demand at a time of death. I also recognized the voice of Ralph Stetson, the undertaker, and knew that I was to be measured for a coffin.

As the sheet was turned down and the cloth removed from my face, I felt that the golden opportunity had arrived, and made a desperate attempt to move something, an eyelid, a finger, or a toe, but all in vain. Still, I had strong hope that those two characters, so much accustomed to death in all its forms and phases, would detect something unusual in my appearance which might lead to a deliverance.

"Oh, how natural! Did you ever see a corpse look so natural?" exclaimed Mrs. Jameson, in a loud whisper.

"Hum! he does look natural; the expression is happy, too! I trust he is better off than we!" said the hypocritical undertaker.

"He was such a good, kind man, too!" mused Mrs. Jameson; "always ready to accommodate every one. It's really too bad he should have left his business insolvent."

The undertaker paused.

"Insolvent! How?"

"Why, haven't you heard that Thomas Hawkins, the grocer, has trumped up notes and one thing and another, to the amount of over two thousand dollars, to be brought against the estate, when none of us supposed that the poor man here owed five hundred dollars, all told. It will leave Mrs. Stebbins quite destitute, indeed."

"Well, no; I had not heard of it. When did he bring that up? I should think that was rather premature."

"Why, only yesterday morning, while I was at the store, he inquired after the health of Joe Stebbins; and when I told him that he wasn't expected to live the day out, he said he must be looking into the property left to satisfy his demands. He said that Stebbins owed him upwards of two thousand dollars."

"Indeed! Well, if that is the case, I must be looking up my own accounts with the family," said the undertaker.

I could indistinctly feel the cold wet cloth as it was again wrung out and placed upon my face; the sheet was again spread over me, and I was left to my own reflections for a time.

"Insolvent!" what a base falsehood! I was indebted to Mr. Thomas Hawkins just one hundred and fifty-one dollars and twenty-nine cents, not a cent more nor less; and here was that rascal claiming upwards of two thousand dollars of my poor, defenseless family. Why, it was enough to make one rave. To all my other incentives to betray my existence was added this—and I confess it was the strongest of all—to protect my family from this lying thief, who would willingly strip them of the last cent.

How long I had remained alone I cannot tell, for the severe anxiety produced by the news I had heard, caused me to lapse into another fit of unconsciousness, from which I again recovered just as the door was closing gently, and I heard the soft footsteps of a new comer upon the carpet. The sheet was again turned down, and the face-cloth removed; but this time I felt the touch of a tender, loving hand that had soothed my fevered brow all through the painful illness. A few low sobs, and my trusting, loving wife threw herself across the bed, and exclaimed, "Oh, my dear, dear husband! how can I ever part with you? Why was not I taken instead? O Lord! I beg that either I may be taken to join him above, or that he may return to walk by my side through the lonely vale of life."

A few moments of silence ensued, broken only by the sobs of my wife, as she lay convulsed with grief, across my bed. How I longed to throw my arms about her neck, and return the warm kisses she had left tingling on my brow! I concentrated every effort again, but all to no purpose; I could not burst the iron band of paralysis that had control of every nerve and muscle. Presently some one came and took her away, my wife, my only friend, and I was left to myself again for a long time.

After nightfall I lay musing upon my strange condition, and thought of all the singular cases of trance of which I had ever heard, thought of the many instances in which people had been buried alive, and feared that such would be my horrible fate.

As night drew on apace, and I heard some of the inmates of the house indulging in a profound snore, I thought to compose my own mind in sleep, in the hope that slumber might give me renewed strength for the morn-

ing, when I resolved upon another effort to regain my freedom, and escape the fate that was being prepared for me. But sleep was entirely out of the question; and what seemed very strange to me, my mind, although harassed continually, did not experience the slightest weariness.

Some young people, who were "sitting up with the corpse," came frequently and always very timidly, to change the cloths upon my face; and I am certain that if upon some of their occasional visits they had found me sitting up in bed (as I very much longed to do), it would have frightened some of them nearly to death. Upon such occasions I could catch a slight glimmer of the light through my eyelids; and I am not positive whether the "smile" that one of the number observed upon my lips was not provoked by the tremulous hand that had recently taken the cloth from off my face, and the perfect awe which they evidently entertained for me.

Morning came at last, and with it the coffin in which I was to be entombed. Contrary to my most earnest hopes, I was unable to convey the slightest sign of life to those who were employed in removing me into the "narrow house"; and when once confined in it I gave up nearly all hope for the future, for my position was so cramped as to render the strongest man incapable of moving after a few hours' confinement.

Fortunately for me, the coffin lid had not been screwed down very snugly before going to the church, and the interstices admitted both air and sound. Although there could not have been any perceptible respiration, still I think the lungs must have been inflated occasionally by a very slow and imperfect process, and there must have been a slight flutter of the heart, at least once every few minutes during the entire period that I had remained thus palsied.

Although the space of time could not have exceeded an hour, yet it seemed a moderate lifetime to me before we reached the church; and I heard an occasional sob, and at last the measured, solemn tones of the minister as he read the opening prayers.

Then the low thunder of the organ, preceding the tempest of solemn minstrelsy, began; and finally, the organ's grand outburst of sorrow seem to roll away into heaven, where its tones were lost amid the sweet harmony of angels.

Some one was turning away at the screws of my coffin-lid, and I knew that my time was almost come, and that presently the congregation would be allowed to amuse themselves by "looking at the corpse."

As the coffin-lid was removed, and everything was in readiness, the congregation was requested to "move around in regular order, so that all might have an opportunity to view the corpse without any crowding or jostling."

Now was my time, and I exerted all my pent-up energies to betray some sign or token of life. I listened for the different footfalls, hoping to hear one which I should know above all others. It was that of Dr. Lewis, my physician during my "last illness;" and as one limb was considerably shorter than the other, he walked with a sort of halt, which I had become very much accustomed to. At length I heard him coming, or thought I did; and as I believed this to be my last hope, I exerted myself, beyond any former attempt, to move—an eyelid, or a lip. I tried to smile, and was rewarded with the compliment of "What a sweet smile! from a sentimental school-girl."

Just then I heard the well-known halting footstep close beside the coffin, and changed the smile into what was intended for a frown. So great was my endeavor to signify that I still lived, that the perspiration came out in great drops upon my face.

"Lord a mercy, how he sweats!" exclaimed an old lady, considerably, wiping the moisture from my brow.

"Again I thought I heard the halting footstep, upon the other side of my coffin, and took courage."

Soon another handkerchief was applied to wipe the perspiration from my face, with the exclamation, "Did you ever see a corpse sweat so?"

"The relatives of the deceased will now be permitted to take their last look at the corpse," said a solemn voice; and the chorus of sobs that greeted my ears warned me that, unless some miracle intervened, I had but a few minutes more to live.

The mourners, as they stood weeping around the coffin, could not have felt more keenly the pangs of grief at our separation than I did, as I struggled to smile and frown alternately, until the perspiration came and stood again upon my

brow, and was wiped carefully away by some kind hand.

Long and tenderly my loving wife bent over me, while the scalding tears fell thick upon my face. At length the solemn voice informed her that she

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



SI THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE
CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,
WILLIAM R. WING,

JOHN WING,
HIRAM W. WENTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to the sea in ships," and will endeavor to give satisfaction in all business transaction, and shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—

FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade

The business hereafter will be conducted under the style of DOANE & Co.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

—DEALER IN—

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
Custom and Ready Made
CLOTHING
GENTS' FURNISHING GOODS
HATS, CAPS, COLLARS,
and
Cape, Payer, Collars,
etc., etc.



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,
A cordial invitation is extended to my SEA-FARING FRIENDS to call and examine before purchasing elsewhere.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you; call and examine, all of which will be sold at low prices.

EDWARD T. TABER,

JOSEPH R. REED.

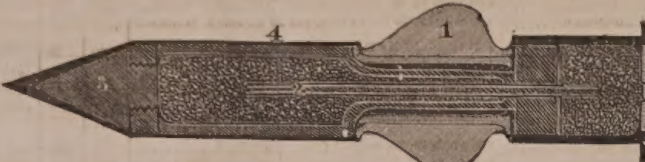
DARIUS P. GARDNER

WHALEMEN ATTENTION!

Bomb Guns and Lances.



THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE
CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,
— ALSO —
PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and examined them, to be SUPERIOR to all other kinds, and are recommended in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well under water as above, no water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO FEELE SLOOM & CO.,

NO. 15 SOUTH WATER STREET,

NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle
clothes, and ready made clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect.
Garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN.

FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,



No. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING GENTS' FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city customers buy the goods

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owners

of agents and masters of whaling vessels, that they have succeeded in getting the tonnage dues

removed from whaling vessels waiting this port or the purpose of shipping their oil. They are

now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents

per barrel of fifty gallons, in lieu of the tonnage duty of fifty cents per ton, which was formerly imposed.

The expenses attendant on shipment of oil at this port are as follows:

A Package duty of twenty-four cents per barrel. Harbor dues, \$3; Secretary's fee, \$3; and a Harbor Police fee, as follows, viz:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4. This fee, however, is not incurred unless the vessel remains over 24 hours.

They still continue as hitherto, to supply Stores and negotiate Drafts on the same favorable terms as well as receive and ship home oil at the rate of One Dollar and Twenty cents per barrel, (deliverable at New York or Boston) free of all other charges except insurance, which will be effected on the most favorable terms when required.

Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any persons offering themselves as Pilots, as there are none licensed by the Government, and none needed, there being no obstructions whatever in the Bay.

On coming to anchor masters are also informed that the middle part of Carliele Bay, from Notherly to a Southerly direction, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well past the Buoy to the seaward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.

There is now direct communication with the place by mail, which leaves New York about the 22d of every month, and arrives here on the 6th of the following month. All letters so forwarded to our care will be safely received, and delivered addressed. Masters of vessels calling off the Harbor and not wishing to anchor may obtain their letters by coming on shore in a boat, after having been first boarded by the Health Officer—and will only incur the expense of that officer's fee—\$1.

New Bedford papers ways on file for inspection.

W. P. LEACOCK & CO.

nov 22/74

RUSSELL, BAY OF ISLANDS, N. Z.

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to ship

masters visiting this port in procuring supplies.

Prompt attention paid to all orders, and every description of articles required constantly on hand.

Liberal advances made on consignments. Storage offered, and drafts taken at current rates.

Charges on goods addressed to our care advanced, and added to Bill of Lading.

Particular attention paid to consignments of vessels. Insurance effected, &c., &c.

je30/74

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR &C.

WHALEMEN'S STORES of all kinds

united at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will be delivered as addressed.

sep 10/77

H. B. McKAY,

SHIPPING & COMMISSION MERCHANT

IMPORTER OF AMERICAN PRODUCE,

SANTA CRUZ, TENERIFFE,

CANARY ISLANDS.

SOLICITS consignments of vessels, also

of cargoes for transshipment to the United States.

N. B. The attention of Merchants and Captains engaged in the whaling business is called to this port as being favorable for refitting their ships and forwarding Oil to the United States, it being a good harbor, a free port, and freightage proportionally low rates. A vessel will be dispatched for New York in December or January of each year.

REFERENCE.—Messrs. Yates & Porterfield, 115 Wall Street, New York, to whom apply for further information

jan 19/75

Boston, Clinton, Fitchburg & New Bedford R. R.



Boston Taunton, Providence, and Martha's Vineyard.

On and after Monday June 26th, 1876, trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway at 7.30, and 9.15 A. M., and 3.40 P. M. Return, 8, and 11.10 A. M., 2.45 and 6.30 P. M. Via Old Colony Railroad, 8 A. M. Return, 3.40 P. M.

Providence, at 7.30, and 9.15 A. M., 1.15, 3.30 and 5.30 P. M. Return, 8, and 10.50 A. M., 1.55, 4.40, and 7.40 P. M.

Taunton, at 5.30, 7.30, 8, and 9.15 A. M., 12.10, 3.40, and 5.30 P. M. Return, 6.32, and 9 A. M., 12.10, 3.15, 5.45, 6.50, and 9.20 P. M.

Dean street station, 4.20 P. M.

Myricks, at 5.30 7.30, 8, and 9.15 A. M., 12.10, 3.40 and 5.30 P. M. Return, 6.45, and 9.20 A. M., 12.25, 3.30, 4.40, 5, and 7.05 P. M.

Howland's, at 5.30 A. M., and 3.40 P. M. Return, 9.20 A. M., and 6.10 P. M.

East Freetown, at 5.30 A. M., 12.10 and 3.40 P. M. Return, 9.30 A. M., and 6.15 P. M.

Brley's, at 5.30, and 9 A. M., 12.10 and 3.40 P. M. Return 9.30 A. M., and 6.20 P. M.

Aushnet's at 5.30, 8, and 9.15 A. M. 12.10 and 3.40 P. M. Return, 9.45 A. M., 6.25 and 7.30 P. M.

Worcester via Mansfield and South Freetown, at 5.30 A. M., 12.10 and 3.40 P. M. Return, at 5.30 A. M., 12.10 and 3.40 P. M.

Fitchburg, at 5.30, and 9.15 A. M., 12.10 and 3.40 P. M. Return, 8, and 11.15 A. M., 3.15 and 4.17 P. M.

Newport, at 7.30, and 9.15 A. M., and 3.40 P. M. Return at 7.20 and 10.49 A. M., 2.30, and 3.45 P. M.

New York, via Fall River and Stonington, at 5.30 P. M. Return, at 6 P. M.

New York via Shore Line, at 7.30, and 9.15 A. M., and 5.30 P. M. Sunday 8.45 P. M. Return, 8 A. M., and 1.10 P. M. Sundays, 10 P. M.

LEAVE TAUNTON, FOR

Boston, at 6.25, 8.06, and 11.10 A. M., and 4.30 P. M. Return, at 8, and 11.10 A. M., 2, 4.35, and 5.30 P. M.

Providence, at 5.25, 8.10, 10, and 11.15 A. M., 1.40, 4.35 and 6. P. M. Return, 8, 9.15, and 10.50 A. M., 1.55, 4.40, 6.20, and 7.30 P. M.

Passengers for way stations between Mansfield and Boston, in the morning will take the 5.30 A. M. train from New Bedford, and the 6.12 A. M. train from Taunton.

"On arrival of Shore Line from New York.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at 7.45 A. M., and 2.30 P. M.

Mattapoisett, at 7.45 A. M., 2.30 and 4.40 P. M. Return, at 7.45 A. M., 2.30 and 4.40 P. M.

Tremont, at 7.45 A. M., and 2.40 and 4.40 P. M. Cape Cod, at 7.45 A. M., and 4.40 P. M.

Nantucket, at 7.45 A. M.

Plymouth, at 7.45 A. M.

LEAVE BOSTON, via Old Colony Railway, at 8 A. M., and 4 P. M.

LEAVE SANDWICH at 7.50 A. M., 2.43 P. M. LEAVE HYANNIS, at 7.05 A. M., and 1.52 P. M.

LEAVE TREMONT, at 9.50 A. M., 3.42 and 5.40 P. M.

LEAVE MARION, at 10.02 A. M., 3.57 and 5.52 P. M.

LEAVE MATTAPoisETT, at 10.14 A. M., 1.12 and 6 P. M.

Passengers from Way Stations on Old Colony Railway will take the 3.35 P. M. train from Boston.

WARREN LADD, Asst. Sup't.

je26, 1876.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a partnership for the purpose of carrying on the Express business under the name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office No. 142 Union Street, daily, (Sundays excepted) for Boston, Providence, Taunton and way stations at 6.45 and 7.15 A. M. Mid-day Express from office 9.45, Depot at 10.15 A. M. Afternoon Express, from office 3.10 and Depot at 3.40 P. M.

This Express so long and favorably known to the public, now offers superior facilities to all persons wishing to transact business in the principal cities and towns in the United States and Canada.

Specie, Bank Notes, and other valuables, safely transported, and Notes, Drafts, Bills, Coupons, &c., promptly collected. Goods of all descriptions forwarded with despatch.

This Express connects with steamer Monohansett for Wood's Hole (Fallmouth) Vineyard Haven and Edgartown, (Martha's Vineyard).

H. & Co. have the exclusive agency for the sale of Tickets for New York and Erie, New York Central and Pennsylvania Central Railroads, and their connections to all points South and West. Tickets for sale and information freely given at our office.

OFFICES:—In Boston, 34 Court Square, and No. 9 Milk street, opposite the Old South Church.

Providence, 34 Dorrance street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.

New Bedford, May 20, 1876.

DAVENPORT, MASON & Co.'s
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Stonington, connecting with ALL THE EXPRESS COMPANIES in New York, North, South and West, California and Sandwich Islands, having competent Messengers who accompany each Express, our customers may rely upon orders being promptly answered and all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Passage Tickets to and from Europe for sale at this office.

CALIFORNIA TICKETS, by steamers leaving New York on the 5th and 21st of each month furnished as usual, and all information regard to the route given without charge.

DAVENPORT, MASON & Co
New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and New York daily as per advertised time of that line.

A competent messenger will accompany each boat, and all orders will be promptly and faithfully executed.

Office:—In New York, at 105 Wall Street No. 346 Canal Street, corner of Church; and Pier 39 East River; New Bedford, at No. 19 Commercial Wharf.

Order box can be found at Lawton's Drug Store, corner of Purchase and Union streets

BOSTON WEEKLY JOURNAL

FOR THE CENTENNIAL YEAR,

1876.

ORGANIZE YOUR CLUBS.

"In order to keep well posted on news, politics and the affairs of a busy world, I had THE BOSTON WEEKLY JOURNAL, the most valuable paper in New England for family reading."

THE NEWS OF THE WEEK
Carefully Compiled Expressly for the Paper.

The year 1876 promises to be full of interest and incident in this country. It will not only be a year of great excitement on account of the Presidential election, but the Centennial Exhibition at Philadelphia cannot fail to impart to the summer months an amount of interest without precedent in the annals of our country. The resources of journalism will be tested, for thousands who will be unable to be present in person will depend upon the newspaper for full and accurate reports of the grandest pageant in the history of the United States.

WHALEMEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT JULY 18, 1876.

VESSEL'S NAME.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.
NEW BEDFORD.					
N. A. Tucker, bark.	129 Baker.	Joseph & William R. Wing.	October, 26, 74.	Atlantic Ocean.	June 29, 76, sailed from Bermuda.
Ann Barker, bark.	130 Fisher.	Joseph & William R. Wing.	October, 26, 74.	Pacific Ocean.	April 28, 76, at sea, no lat &c.
Abbie Bradford, bark.	131 Russell.	Jonathan Bourne, Jr.	May, 4, 76.	Atlantic Ocean.	May 31, 76, at sea, lat 40 N, lon 43 W.
Abner Burns, bark.	132 Russell.	William Lewis.	April, 20, 76.	Atlantic Ocean.	June 14, 76, sailed from Barbadoes.
Adeline Gibbs, bark.	133 Russell.	Ivory H. Bartlett & Sons.	March, 27, 76.	North Pacific Ocean.	April 19, 76, sailed from Honolulu.
A. Houghton, bark.	134 Russell.	Jonathan Bourne, Jr.	August, 9, 76.	Atlantic Ocean.	May 20, 76, sailed from St Helena.
Alaska, bark.	135 Russell.	Jonathan Bourne, Jr.	June, 1, 76.	Pacific Ocean.	June 12, 76, at sea, no lat &c.
Arnold, bark.	136 Russell.	Louisa Snow, Jr.	July, 6, 76.	Atlantic Ocean.	Arrived June 8, 76, 400 sperm.
Atlanta, bark.	137 Russell.	Joseph & William R. Wing.	In port.	Atlantic Ocean.	August 25, 76, at Ternate.
Avola, bark.	138 Russell.	John P. Knowles, 2d.	July, 16, 74.	Indian Ocean.	
Bart Goshold, bark.	139 Robinson.	Charles R. Tucker & Co.	May, 23, 76.	Atlantic Ocean.	
Boudin, bark.	140 Robinson.	Gifford & Cummings.	In port.	Atlantic Ocean.	
Callina, bark.	141 Robinson.	Taber, Gordon & Co.	November, 30, 75.	Indian Ocean.	April 19, 76, at sea, no lat &c.
California, bark.	142 Robinson.	Swift & Perry.	December, 6, 71.	North Pacific Ocean.	April 3, 76, at Honolulu.
Canby, bark.	143 Robinson.	Charles R. Tucker & Co.	August, 7, 76.	New Zealand.	May 18, 76, sailed from Barbadoes.
Canton, bark.	144 Robinson.	Charles R. Tucker & Co.	December, 8, 74.	Indian Ocean.	April 1, 76, sailed from Fremantle.
Catalpa, bark.	145 Robinson.	John T. Richardson.	April, 20, 76.	Atlantic Ocean.	March 1, 76, at sea, no lat &c.
Chloro, bark.	146 Robinson.	Joseph & William R. Wing.	April, 23, 76.	Atlantic Ocean.	June 1, 76, at Fayal.
Cleone, bark.	147 Robinson.	Swift & Perry.	In port.	Atlantic Ocean.	Arrived December 6, 75, 100 sperm 900 whale.
Cornwall, bark.	148 Robinson.	Swift & Perry.	July, 29, 73.	North Pacific Ocean.	June 11, 76, at sea, no lat &c.
Cornwall, bark.	149 Robinson.	Swift & Perry.	August, 4, 74.	North Pacific Ocean.	March 15, 76, sailed from Honolulu.
Coral, bark.	150 Robinson.	Taber, Gordon & Co.	December, 4, 72.	Pacific Ocean.	May 31, 76, at Bay of Islands.
Daniel Webster.	151 Robinson.	William O. Brownell.	In port.	Atlantic Ocean.	Arrived May 2, 76, 85 sperm 300 whale.
Desdemona, bark.	152 Peakes.	George & Matthew Howland.	In port.	Atlantic Ocean.	Arrived April 29, 76, 375 sperm 875 whale.
Draco, bark.	153 Peakes.	Jonathan Bourne, Jr.	July, 1, 76.	Atlantic Ocean.	May 16, 76, sailed from St Helena.
E. A. Barker, bark.	154 Peakes.	Swift & Perry.	In port.	Atlantic Ocean.	Arrived September 4, 76, 470 sperm.
Eliza Adams, bark.	155 Peakes.	Jonathan Bourne, Jr.	June, 28, 74.	Pacific Ocean.	May 16, 76, off San Francisco.
Eliza Adams, bark.	156 Peakes.	William Watkins.	June, 1, 76.	Pacific Ocean.	April 30, 76, in Fayal & Sables.
Eliza Adams, bark.	157 Peakes.	William Watkins.	June, 1, 76.	Pacific Ocean.	March 6, 76, at Tuntz.
Eliza Adams, bark.	158 Peakes.	William Watkins.	October, 1, 74.	Atlantic Ocean.	June 20, 76, at sea, lat 32 08, lon 74 30.
Eliza Adams, bark.	159 Peakes.	Swift & Perry.	In port.	Atlantic Ocean.	Arrived April 7, 76, 1,600 whale.
Europa, bark.	160 Peakes.	Thomas Knowles & Co.	October, 20, 75.	Pacific Ocean.	May 21, 76, at sea, no lat &c.
Falcon, bark.	161 Peakes.	Thomas Knowles & Co.	June, 29, 76.	Pacific Ocean.	May 1, 76, off French Rock.
Gazelle, bark.	162 Peakes.	John T. Richardson.	July, 7, 75.	Indian Ocean.	April 4, 76, sailed from St Helena.
General & Mary, bark.	163 Peakes.	Jonathan Bourne, Jr.	May, 4, 76.	Atlantic Ocean.	April 12, 76, at St Jago.
George & Susan, bark.	164 Peakes.	George & Matthew Howland.	September, 17, 74.	Atlantic Ocean.	June 1, 76, sailed from St Helena.
Golden City, bark.	165 Peakes.	Henry May.	September, 9, 75.	Atlantic Ocean.	March 17, 76, sailed from Honolulu.
Greyhound, bark.	166 Peakes.	Abbott F. Smith.	November, 30, 75.	Indian Ocean.	January 18, 76, at sea, lat 20 N, lon 1 W.
Hadley, bark.	167 Cleveland.	William Lewis.	October, 29, 74.	Atlantic Ocean.	May 20, 76, at Barbadoes.
Helen May, bark.	168 Cleveland.	Swift & Allen.	July, 6, 76.	Atlantic Ocean.	April 21, 76, at sea, no lat &c.
Hercules, bark.	169 Cleveland.	John T. Richardson.	November, 24, 75.	Atlantic Ocean.	April 12, 76, at St Jago.
Hope On, bark.	170 Cleveland.	Jonathan Bourne, Jr.	September, 20, 75.	Pacific Ocean.	May 1, 76, off French Rock.
Hunter, bark.	171 Cleveland.	Ivory H. Bartlett & Sons.	January, 9, 72.	North Pacific Ocean.	March 1, 76, sailed from San Francisco.
Illinois, bark.	172 Cleveland.	Gideon Allen & Son.	January, 3, 72.	North Pacific Ocean.	March 15, 76, sailed from Honolulu.
James Allen, bark.	173 Cleveland.	Taber, Gordon & Co.	January, 3, 74.	Pacific Ocean.	May 17, 76, sailed from Bay of Islands.
James Arnold, bark.	174 Cleveland.	William Lewis.	April, 14, 76.	Atlantic Ocean.	June 17, 76, sailed from Barbadoes.
James Barker, bark.	175 Cleveland.	Swift & Perry.	July, 20, 76.	Atlantic Ocean.	June 17, 76, sailed from Barbadoes.
James Barker, bark.	176 Cleveland.	George & Matthew Howland.	October, 3, 72.	North Pacific Ocean.	April 6, 76, sailed from Honolulu.
Java, bark.	177 Cleveland.	Swift & Perry.	September, 27, 75.	Indian Ocean.	April 1, 76, sailed from Honolulu.
Java, bark.	178 Cleveland.	Thomas Knowles & Co.	June, 1, 76.	Pacific Ocean.	April 21, 76, at Paita.
Java, bark.	179 Cleveland.	Joseph & William R. Wing.	November, 25, 75.	Indian Ocean.	May, 76, at sea, no lat &c.
John Barker, bark.	180 Cleveland.	William O. Brownell.	June, 4, 72.	Pacific Ocean.	June 2, 76, at sea, no lat &c.
John Barker, bark.	181 Cleveland.	John P. Knowles, 2d.	In port.	Pacific Ocean.	June 2, 76, at Panama.
John Barker, bark.	182 Cleveland.	Swift & Perry.	August, 24, 75.	North Pacific Ocean.	April 23, 76, at Talcabuang.
John Barker, bark.	183 Cleveland.	Joseph & William R. Wing.	July, 19, 75.	Indian Ocean.	April 11, 76, sailed from Honolulu.
John Barker, bark.	184 Cleveland.	Joseph & William R. Wing.	October, 11, 75.	Indian Ocean.	March 28, 76, sailed from St Helena.
John Barker, bark.	185 Cleveland.	William Lewis.	May, 30, 76.	Indian Ocean.	May 27, 76, at Mahe.
John Barker, bark.	186 Cleveland.	Jonathan Bourne, Jr.	July, 21, 73.	Pacific Ocean.	May 17, 76, sailed from Bay of Islands.
John Barker, bark.	187 Cleveland.	William Lewis.	June, 15, 75.	Atlantic Ocean.	June 11, 76, sailed from Barbadoes.
John Barker, bark.	188 Cleveland.	Swift & Allen.	August, 11, 74.	Atlantic Ocean.	January 24, 76, sailed from Johanna.
John Barker, bark.	189 Cleveland.	Baylies & Cannon.	June, 18, 74.	Pacific Ocean.	April 24, 76, sailed from St Helena.
John Barker, bark.	190 Cleveland.	Charles R. Tucker & Co.	In port.	North Pacific Ocean.	June 6, 76, at Barbadoes.
John Barker, bark.	191 Cleveland.	Ivory H. Bartlett & Sons.	May, 9, 76.	North Pacific Ocean.	Arrived May 2, 76, 1,050 sperm.
John Barker, bark.	192 Cleveland.	Gifford & Cummings.	July, 1, 74.	Pacific Ocean.	April 7, 76, at Onnalaska.
John Barker, bark.	193 Cleveland.	Charles Tucker.	November, 7, 71.	Pacific Ocean.	May, 76, at sea, no lat &c.
John Barker, bark.	194 Cleveland.	Thomas Knowles & Co.	August, 11, 74.	Pacific Ocean.	May 7, 76, sailed from Bay of Islands.
John Barker, bark.	195 Cleveland.	Abbott F. Smith.	In port.	Indian Ocean.	Arrived July 3, 76, 200 sperm 200 whale.
John Barker, bark.	196 Cleveland.	Gifford & Cummings.	May, 13, 75.	Indian Ocean.	May 29, 76, at sea, lat 32 S, lon 45 W, 2,380 bls.
John Barker, bark.	197 Cleveland.	William Watkins.	In port.	Atlantic Ocean.	Arrived June 19, 76, 950 sperm.
John Barker, bark.	198 Cleveland.	Joshua C. Hitch.	October, 26, 75.	Atlantic Ocean.	May 29, 76, sailed from Fayal.
John Barker, bark.	199 Cleveland.	Taber, Gordon & Co.	October, 8, 73.	Pacific Ocean.	May 29, 76, at sea, no lat &c.
John Barker, bark.	200 Cleveland.	William Lewis.	November, 13, 73.	Pacific Ocean.	March 28, 76, sailed from Honolulu.
John Barker, bark.	201 Cleveland.	Swift & Allen.	July, 9, 72.	North Pacific Ocean.	May, 76, at sea, no lat &c.
John Barker, bark.	202 Cleveland.	Jonathan Bourne, Jr.	July, 13, 74.	Atlantic Ocean.	March 28, 76, sailed from Honolulu.
John Barker, bark.	203 Cleveland.	Taber, Gordon & Co.	October, 17, 74.	Pacific Ocean.	May, 76, at sea, no lat &c.
John Barker, bark.	204 Cleveland.	Louisa Snow, Jr.	October, 9, 75.	North Pacific Ocean.	April 10, 76, sailed from Talcabuang.
John Barker, bark.	205 Cleveland.	Jonathan Bourne, Jr.	October, 10, 75.	Pacific Ocean.	May 31, 76, at Bay of Islands.
John Barker, bark.	206 Cleveland.	Ivory H. Bartlett & Sons.	July, 21, 74.	Atlantic Ocean.	May 12, 76, sailed from Honolulu.
John Barker, bark.	207 Cleveland.	Louisa Snow, Jr.	July, 9, 75.	Atlantic Ocean.	April 24, 76, sailed from St Helena.
John Barker, bark.	208 Cleveland.	Swift & Perry.	July, 6, 75.	Atlantic Ocean.	May 15, 76, at sea, lat 38 40, lon 65.
John Barker, bark.	209 Cleveland.	Matthew Howland.	June, 26, 72.	Pacific Ocean.	May 23, 76, sailed from Fayal.
John Barker, bark.	210 Cleveland.	Gifford & Cummings.	July, 20, 75.	Pacific Ocean.	March 27, 76, sailed from Honolulu.
John Barker, bark.	211 Cleveland.	Swift & Allen.	November, 10, 74.	Atlantic Ocean.	February 19, 76, sailed from Talcabuang.
John Barker, bark.	212 Cleveland.	Swift & Perry.	October, 1, 73.	Atlantic Ocean.	June 19, 76, at Bermuda.
John Barker, bark.	213 Cleveland.	Charles R. Tucker & Co.	November, 24, 75.	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
John Barker, bark.	214 Cleveland.	John P. Knowles, 2d.	April, 15, 75.	Atlantic Ocean.	June 7, 76, sailed from St Helena.
John Barker, bark.	215 Cleveland.	Thomas Knowles & Co.	October, 11, 75.	Indian Ocean.	March 29, 76, at sea, no lat &c.
John Barker, bark.	216 Cleveland.	Philip H. Reed.	April, 11, 76.	Atlantic Ocean.	February 20, 76, off Dennis Island.
John Barker, bark.	217 Cleveland.	Gideon Allen & Son.	April, 10, 75.	Atlantic Ocean.	June 14, 76, sailed from Barbadoes.
John Barker, bark.	218 Cleveland.	Charles R. Tucker & Co.	October, 28, 75.	Indian Ocean.	December 14, 75, at sea, lat 11 N, lon 26 W.
John Barker, bark.	219 Cleveland.	Jonathan Bourne, Jr.	In port.	Atlantic Ocean.	Arrived June 14, 76, 80 sperm.
John Barker, bark.	220 Cleveland.	Charles R. Tucker & Co.	April, 29, 75.	Atlantic Ocean.	April 17, 76, sailed from St Helena.
John Barker, bark.	221 Cleveland.	William O. Brownell.	In port.	Atlantic Ocean.	Arrived May 16, 76, 14 sperm 900 whale.
John Barker, bark.	222 Cleveland.	Ivory H. Bartlett & Sons.	January, 21, 75.	North Pacific Ocean.	April 3, 76, at Honolulu.
John Barker, bark.	223 Cleveland.	George & Matthew Howland.	December, 1, 75.	Atlantic Ocean.	April 8, 76, sailed from St Helena.
John Barker, bark.	224 Cleveland.	John P. Knowles, 2d.	June, 20, 76.	Atlantic Ocean.	June 9, 76, sailed from Bermuda.
John Barker, bark.	225 Cleveland.	Gideon Allen & Son.	April, 27, 75.	Atlantic Ocean.	June 11, 76, at sea, no lat &c.
John Barker, bark.	226 Cleveland.	Jonathan Bourne, Jr.	October, 2, 75.	Pacific Ocean.	June 11, 76, at sea, no lat &c.
John Barker, bark.	227 Cleveland.	Ivory H. Bartlett & Sons.	July, 6, 76.	Atlantic Ocean.	June 24, 76, at Panama.
John Barker, bark.	228 Cleveland.	John P. Knowles, 2d.	July, 20, 75.	Atlantic Ocean.	July 8, 76, at sea, lat 40 30, lon 70.
John Barker, bark.	229 Cleveland.	George & Matthew Howland.	June, 4, 72.	North Pacific Ocean.	February 1, 76, at sea, no lat &c.
John Barker, bark.	230 Cleveland.	Joseph & William R. Wing.	In port.	Pacific Ocean.	Arrived May 24, 76, 375 sperm 230 whale.
John Barker, bark.	231 Cleveland.	Joshua C. Hitch.	May, 12, 74.	Pacific Ocean.	Arrived May 24, 76, 375 sperm 230 whale.
John Barker, bark.	232 Cleveland.	Charles H. Gifford.	May, 12, 75.	Atlantic Ocean.	September 15, 75, off Ascension.
John Barker, bark.	233 Cleveland.	Joseph & William R. Wing.	May, 3, 76.	Atlantic Ocean.	June 16, 76, sailed from Barbadoes.
John Barker, bark.	234 Cleveland.	Swift & Perry.	April, 18, 76.	Atlantic Ocean.	Last of May, 76, at sea, no lat &c.
John Barker, bark.	235 Cleveland.	Thomas Knowles & Co.	August, 6, 73.	Atlantic Ocean.	April 14, 76, at Stewart's Island.
John Barker, bark.	236 Cleveland.	Joseph & William R. Wing.	October, 12, 75.	North Pacific Ocean.	March 28, 76, sailed from Hilo.
John Barker, bark.	237 Cleveland.	Philip H. Reed.	In port.	Atlantic Ocean.	June 29, 76, off Bermuda.
John Barker, bark.	238 Cleveland.	William Watkins.	June, 8, 75.	Atlantic Ocean.	June 29, 76, at sea, lat 39 40, lon 75.
John Barker, bark.	239 Cleveland.	Thomas Knowles & Co.	November, 3, 74.	Pacific Ocean.	May 30, 76, at Panama.
John Barker, bark.	240 Cleveland.	William Phillips & Son.	May, 19, 74.	Atlantic Ocean.	June 12, 76, sailed from Bermuda.
John Barker, bark.	241 Cleveland.	William Phillips & Son.	July, 8, 75.	Indian Ocean.	May 20, 76, at Mauritius.
FAIRHAVEN.					
F. A. Barker, bark.	83 Crapo.	Jeremiah H. Pease.	May, 2, 76.	Atlantic Ocean.	May 24, 76, at sea, lat 30 35, lon 74 35.
F. A. Barker, bark.	84 Crapo.	Fusker Damon, Jr.	In port.	Atlantic Ocean.	Arrived September 17, 75, 95 sperm 6 whale.
MARION.					
Adm. Blake, bark.	84 Hathaway.	Andrew J. Hadley.	May, 16, 76.	Atlantic Ocean.	May 27, 76, at sea, lat 37 10, lon 71 50.
William Wilson, bark.	92 Brailley.	Andrew J. Hadley.	March, 27, 76.	Atlantic Ocean.	April 17, 76, sailed from Fernandina.
DARTMOUTH.					
Cape H. A. Pigeon.	212 Childs.	William Potter, 2d.	In port.	Pacific Ocean.	Arrived May 11, 76, 200 sperm 600 whale.
Matilda Sears, bark.	231 Childs.	William Potter, 2d.	July, 22, 73.	Pacific Ocean.	May 1, 76, off French Rock.
WESTPORT.					
A. H. Hicks, bark.	303 Howland.	Andrew Hicks.	July, 23, 76.	Atlantic Ocean.	June 2, 76, at Barbadoes.
Merrill, bark.	273 Allen.	Andrew Hicks.	June, 20, 76.	Indian Ocean.	May 4, 76, at Barbadoes.
Sea Queen, bark.	196 Allen.	Andrew Hicks.	October, 25, 76.	Atlantic Ocean.	June 17, 76, sailed from Barbadoes.
EDGEMOUNT.					
Clarice, bark.	183 Marchant.	Samuel Osborn, Jr.	November, 3, 75.	Atlantic Ocean.	June 13, 76, at Barbadoes.
Perry, bark.	150 Bassett.	Samuel Osborn, Jr.	August, 12, 74.	Atlantic Ocean.	July 2, 76, at sea, lat 32, lon 76, 60 bls.
PLYMOUTH.					
Argyle, bark.	81 Atkins.	William A. Atkins.	March, 25, 75.	Atlantic Ocean.	June 9, 76, at sea, no lat &c.
Aloyon, bark.	92 Fisher.	E. & E. K. Cook & Co.	April, 20, 76.	Atlantic Ocean.	June 9, 76, at sea, no lat &c.
Antarctic, bark.	101 Bell.	William A. Atkins.	January, 22, 76.	Atlantic Ocean.	June 27, 76, at sea, lat 24 N, lon 40 W.
Arizona, bark.	79 White.	Stephen Cook.	January, 24, 76.	Atlantic Ocean.	April 16, 76, at sea, lat 25 N, lon 38 W.
E. P. Sparks, bark.	110 White.	Central Wharf Co.	March, 7, 76.	Atlantic Ocean.	June 28, 76, at sea, no lat &c.
Carrie W. Clark, bark.	116 Leach.	S. S. Swift.	January, 24, 76.	Atlantic Ocean.	June 28, 76, at sea, no lat &c.
Charles Thompson, bark.	152 Sparks.	David Conwell.	May, 21, 75.	Atlantic Ocean.	July 6, 76, at sea, lat 31 40, lon 77 51.
D. A. Smith, bark.	119 Curren.	William A. Atkins.	January, 25, 76.	Atlantic Ocean.	July 6, 76, at sea, lat 31 40, lon 77 51.
Edward Lee, bark.	110 Atkins.	E. & E. K. Cook & Co.	January, 22, 76.	Atlantic Ocean.	July 2, 76, at sea, no lat &c.
H. H. Bartlett, bark.	89 Kirkcormell.	Stephen Cook.	January, 22, 76.	Atlantic Ocean.	No date, at sea, no lat &c., 150 bls.
Ellen Ripzall, bark.	67 Dunham.	Stephen Cook.	January, 22, 76.	Atlantic Ocean.	July 6, 76, at sea, lat 31 40, lon 77 51.
Gage H. Phillips, bark.	107 Nickerson.	Stephen Cook.	December, 15, 75.	Atlantic Ocean.	July 6, 76, at sea, lat 31 40, lon 77 51.
H. H. Bartlett, bark.	89 Kirkcormell.	Stephen Cook.	January, 22, 76.	Atlantic Ocean.	July 2, 76, at sea, no lat &c.
Lottie B. Cook, bark.	82 Dyer.	William A. Atkins.	January, 24, 76.	Atlantic Ocean.	No date, at sea, no lat &c., 150 bls.
M. E. Simmons, bark.	105 Foster.	E. & E. K. Cook & Co.	February, 21, 76.	Atlantic Ocean.	July 6, 76, at sea, lat 31 40, lon 77 51.
Quickstep, bark.	70 Higgins.	E. & E. K. Cook & Co.	January, 21, 76.	Atlantic Ocean.	July 6, 76, at sea, lat 31 40, lon 77 51.
Rising Sun, bark.	94 Taylor.	Thomas S. Taylor.	February, 18, 76.	Atlantic Ocean.	July 6, 76, at sea, lat 31 40, lon 77 51.
Wm. A. Grozier, bark.	117 Rogers.	William A. Atkins.	March, 25, 75.	Atlantic Ocean.	July 6, 76, at sea, lat 31 40, lon 77 51.
BOSTON.					
E. B. Phillips, bark.	144 Francis.	John Medina.	July, 28, 74.	Atlantic Ocean.	June 4, 76, at sea, lat 30 30, lon 71 50.
F. H. Moore, bark.	107 Soper.	Frederick Davis.	October, 12, 75.	Atlantic Ocean.	June, 76, at sea, lat 23 38, lon 74 49.
Heman Smith, bark.	123 Cook.	Heman Smith.	May, 12, 76.	Atlantic Ocean.	No date, off West Coast of Florida.
Louisa A. bark.	122 Senter.	Heman Smith.	December, 1, 75.	Atlantic Ocean.	June 7, 76, sailed from Barbadoes.
Rosa Barker, bark.	108 Cook.	Heman Smith.	October, 11, 75.	Atlantic Ocean.	June 7, 76, sailed from Barbadoes.
Wm. Martin, bark.	92 Martin.	Heman Smith.	May, 8, 76.	Atlantic Ocean.	No date, at sea, no lat &c.
NEW BEDFORD.					
Charles Colgate, bark.	250 Sisson.	Lawrence & Co.	June, 15, 75.	Desolation.	No date, at Desolation.
Emma Jane, bark.	86 Bailey.	Haven, Williams & Co.	June, 27, 72.	Hurd's Island.	September 13, 74, at Kerguelan Island.
Florence, bark.	56 Holmes.	Haven, Williams & Co.	In port.	Atlantic Ocean.	Arrived April 27, 76, clean.
Flying Fish, bark.	75 Glass.	Lawrence & Co.	June, 29, 76.	Atlantic Ocean.	March 6, 76, at Sandy Point.
Franklin, bark.	107 Glass.	Haven, Williams & Co.	In port.	Atlantic Ocean.	March 14, 76, at Port Stanley.
Golden West, bark.	144 Williams.	Lawrence & Co.	June, 30, 75.	Desolation.	October 1, 74, in Cumberland Inlet.
Helen F., bark.	108 Roach.	Haven, Williams & Co.	June, 20, 76.	Cumberland Inlet.	No date, in Cumberland Inlet.
L. P. Simmons, bark.	102 Palmer.	Haven, Williams & Co.	June, 27, 76.	Atlantic Ocean.	No date, at Desolation.
Nile, bark.	39 Higgins.	Haven, Williams & Co.	June, 27, 76.	Cumberland Inlet.	No date, at Desolation.
Roswell King, bark.	134 Rogers.	Lawrence & Co.	July, 1, 76.	Atlantic Ocean.	No date, at Desolation.
NEW YORK.			</		

NEW BEDFORD.
Whaling voyages and martime claims
settled with dispatch.
may 27c

Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.

VOL. 34. NEW BEDFORD, TUESDAY MORNING JULY 25, 1876. NO. 23.

The Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY EHEN. P. RAYMOND,
8 South Second St., New Bedford, Mass.
TERMS.—\$3.50 per annum, in advance, when paid strictly in advance. Single copies 5 cents.
No paper will be discontinued until all arrearages are paid, except at the option of the publisher.
Advertisements inserted at 50 cents per square for the first insertion, and 25 cents for each subsequent insertion. Ten lines or less constitutes a square.
The Shipping List has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.
A complete list of American Whaling vessels with their latest reports from each, is contained in this paper.

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IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whale-bone brought by each vessel.

	Bls.	Bls.	Bone.
	sp	wh	
JANUARY.			
By Railroad, N. B.	101		40,885
7 Jos. Nickerson, N. Y.	101		385
11 N. L.			372
11 N. L.			7,500
25 Colon, N. Y.	81		136
25 Genu, N. Y.	81		136
FEBRUARY.			
9 Humber, Boston.	70		
14 Azor, N. B.	113		
21 City of Dallas, N. Y.	151		2,945
27 Young America, N. B.	69		69
27 Colon, N. Y.	333		333
30 Hart, Gosnell, N. B.	817		20
31 A. Blake, Marion, N. B.	82		20
	2,305	3,367	
APRIL.			
1 Syren, N. B.	93		5,483
1 P. P. Simmons, N. L.			200
2 Flying Fish, N. B.			1,000
7 Europa, N. B.	90		1,500
15 Helen Mar, N. B.	101		301
15 do, on freight.			410
15 Ceylon, N. B.	1,500		
16 Mermaid, N. B.	43		
20 Colon, N. Y.	140		
21 Alfred Keen, Bst'd.	875		875
25 Desdemona, N. B.	875		875
do, on freight.			875
31 G. City, Ferdinandina, N. B.	40		
MAY.			
1 Arnolda, N. B.	630		125
do, on freight.			410
2 Marcella, N. B.	1,050		
3 Sarah, N. B.	600		220
11 C. H. Pigeon, N. B.	200		24
14 Fleetwing, N. B.	1,300		
15 Roman, N. B.	625		
do, on freight.			625
23 Carondelet, N. Y.	68		18
24 Stafford, N. B.	375		23
JUNE.			
5 Gov. Morton, N. Y.	250		985
6 R. W. Wood, N. B.	1,613		540
8 Triton, N. B.	34		1,300
8 Atlantic, N. B.	400		
11 President, N. B.	60		
15 Andes, N. B.	172		
19 Merlin, N. Y.	309		
20 Crescent City, N. Y.	309		
21 Alps, N. B.	159		
JULY.			
1 Elvie Allen, N. B.	2,273		72
3 Mattapoisett, N. B.	200		200
3 Mattapoisett, N. B.	1,151		
3 Colon, N. Y.	593		22
9 Azor, Boston.	555		

LIST OF WHALERS IN PORT.

NEW BEDFORD.

10	Europa, N B	..90	1,500
10	*Helen Mar N B,	..101	..301
10	do, on freight,	..101	..5,410
15	*Ceylon,	..150	..
15	*Mermald,	..153	..
25	Colon, N Y	..160	..
25	*Alfred Kenna, Bst'n,	..175	..
25	*Desomona, N B	..375	..875
25	do, on freight,	..100	..
—	G. City, Fernandina,	..40	..
MAY.			
1	*Arnolda, N B,	..620	..125
1	do, on freight,	..410	..
2	*Marcella, N B,	..600	..
2	*Sarah,	..600	..220
11	*C H Pigeon, "	..200	..600
14	*"Electing, "	..	..24
15	*Roman, N L	..	..1,300
22	do, on freight,	..68	..225
22	Caradonelt, N Y	..	..8
24	*Stafford, N B	..375	..230
JUNE.			
5	*Gov Morton, N Y,	..250	..985
6	*R W Wood, N B,	1,613	..1,595
6	*Triton,	..34	..1,300
10	*Atlantide,	..400	..
13	*President, N B,	..	..60
15	Andes, N Y,	..	..172
19	*Merlin,	..950	..
19	*Crescent City, N Y,	..809	..
26	*Alps,	..	..169
JULY.			
1	*Elvie Allen, N B,	2,273	..72
1	*Mattapoisett,	..290	..200
3	*Wm & Anthony, N B,	1,151	..
3	*Colon, N Y,	..593	..22
9	*Azor, Boston,	..535	..

LIST OF WHALERS IN PORT.

NEW BEDFORD

Ship Daniel Webster.

Nark Atlantic, Wing, Indian, August.

" Bounding Billion, Baker, Pacific.

" Cicero.

" E. Corning.

" Europa.

" Marcella, Tripp, Indian Ocean, July.

" Mattapoisett.

" Merlin.

" President, Pease, Pacific, July 25.

" Progress.

" Triton.

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In 1876 The New-York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.
As a family paper, The Times has always borne a very high reputation throughout the United States. It is free from a political advertisement and reports, and under no circumstances whatever are "personal" announcements, or question-bellies, allowed to appear in its columns. The disagreeable and the disagreeable pretensions, which pollute so many newspapers of the day, are not admitted into the columns of The Times on any terms. The paper, moreover, has always resisted the communistic theories advanced by mischievous journals and has opposed those attacks on the family as the basis of Society which are frequently made, and which have led to so much misery and crime.
As a political paper, The Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of administration, or upon the course of any leaders. Its attitude is that of independence within the Republican Party, for in that way can the interests of the people be most efficiently served. A government is essential to a constitutional country, and when journals profess to have "no party" it is because they have no principles. The Times is faithful to the convictions and aims upon which the Republican party is based, but it is not the mouthpiece of a clique. It was not originally established as an "organ," nor has it ever asked for or received any favors whatever from the party with which it has been identified. It has supported the Republican Party in the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. But its support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere to its principles, and will not allow its columns to be used for the purpose of attacking the people of the whole country. Great issues are at stake, and it will need all the force of the press to sustain the right in a spirit of fairness and impartiality. In its support, which is avowedly the first step toward repudiation. The Republican Party is in favor of a return to specie payments, by safe and judicious means, and of keeping faith with the national creditor, and thus preventing widespread ruin and irreparable national dishonor. This issue alone would lead The Times to stand firmly by the Republican Party. The Democratic Party now boasts loudly of its "Reforming" spirit, but with Tammany Hall in New-York, and a party of inflation and repudiation in other States its professions are of little value.

In the Presidential canvass, The Times will strive to get the best candidates nominated and afterward to render them a hearty support. It will take no part in personal intrigues, but will ever be ready to defend leaders and candidates who are true and faithful representatives of the people.
Its Editorial Columns will be conducted in a spirit of fairness and impartiality, free from self-interested aims, political jockeying, or undue favoritism.
The Sunday edition of The Times includes in addition to the news, selected and original literary matter of the most varied and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper. Among the contributors of original stories or articles to this paper are Bret Harte, J. W. De Forest, Thomas Hardy, Dutton Cook, William Black, and negotiations are being carried out with many other distinguished authors.

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First and Last.

"But tell me, dear," she said—

And coaxingly the soft eyes shone,

And shyly drooped the modest head

Beside his own—

"But tell me, have you loved before?

Or one, or more?"

The eager, sparkling face

Was full of tender, trusting grace;

She did not fear his answer then,

Her king of men!

"But tell me, dear, the best and worst,

Or, am I first?"

He turned his eyes away;

Yet closer still her hand he pressed,

Nor answered yes, nor nay;

A blush confessed

All, in one burning word,

Unsaid, unheard!

Quick came a burst of tears—

A tempest from an April sky—

And then: "Forgive my doubts and fears,"

He heard her sigh.

"Why should I care what loves are past,

So mine be last!"

A Heroic Act.

It was when Wm. C. Conner, the popular Sheriff, was Secretary of Protection Engine Company 5, and the Volunteer Fire Department of New York city was in full force and in all its glory that the subjoined incident, enough in compass upon which to build a romance, transpired.

It is not necessary to mention with particularity the number of the street, for the old structure was long ago removed where the fire broke out. Very near the time has been given, and that should be sufficient.
The clocks of the city, large and small, had struck the hour of ten of a bitterly cold night in December, and orderly-disposed people were about preparing to retire, when suddenly the City Hall and all the other great fire-bells, beginning furiously. In those days the alarms were not given by stations, and the firemen often experienced no little difficulty and considerable loss of time in seeking the exact locality of a conflagration.

On this occasion, however, the flames shot suddenly upward, and every one knew that the fire was on the East side of the town, and was certainly below Market street. It was, in fact, in Madison street, in a four-story tenement house.

The flames had gained considerable headway before the engines could get at their rightful work—they were worked by hand then—and it was with no little difficulty that the inmates succeeded, losing their furniture, in escaping unscathed.

But as the flames leaped with great forked tongues from window to window and from floor to floor, it began at first to be whispered, and then with loud cries asserted, that a little girl, between four and five years old, was asleep in a back room on the upper story.

The mother of the child rushed frantically toward the burning building, and in a vain effort, for such it would have been for her, to have thoughtlessly and recklessly entered it.

One of the assistant engineers, however, stopped her. He even gently pushed her back, finally placing her in the care of a policeman, at the same time informing her that if it were humanly possible her little one should be rescued from the flames.

While he spoke—not, however, believing his own words, for he thought no one could reach it—ladders were hurriedly placed against the front of the structure, and hose was served up them in order to drive back the forked flames from the chamber in which, if not already smothered by the smoke, the child might be.

While this work was being accomplished, a bright-eyed, handsome-looking and resolute boy of about fourteen years, broke through the cordon, and running to the engineer said:

"I can save the little girl. Her name is Lottie Wilson, sir. I know which way to go and how to do it. She'll be burnt up or smothered before they can get water on the fourth floor. Just tell some of the men to play on the stairs and I'll be all right. It's the only way, sir."

"But, boy," hurriedly returned the engineer, "don't you see the stairs are already on fire?"

"Play on them then," shouted the boy as he ran forward.
In another second—hardly stopping to elude falling bricks and pieces of burned and broken timbers that came from the doors, windows and roof of the house—he was beyond human succor so far as could be given by those who saw him disappear.

And now a great hush fell upon the

vast assemblage.

Many had actually seen—all had heard of the brave boy—and there were people who murmured:

"God save him! Who is he?"

And now the assistant engineer, in a loud voice, instructed the men who had the pipes to play directly upon the stairs, and, if possible, for a minute or two, conquer the flames that were leaping toward them, scorching and eating into them.

The excitement, though subdued, was terrible—fearfully intense.

Every one was on the look out, and now and again some person, whose nerves were overwrought, would cry.

"There! There he is!"

But the aching multitude of men and women, whose eyes never left the entrance to the fated house, knew better.

They not only watched, but hoped and prayed.

Even the voice of the unhappy mother was hushed with expectation.

All this while, moments seemed hours, the firemen played in the direction of the stairs; and notwithstanding, the flames were steadily making headway! And the brave boy. What of him?

It was soon ascertained that he was a "printer's devil," and that his name was Julius Franklin.

That was sufficient just then for the terribly excited throng of on-lookers.

And Franklin! His subsequent story was nearly as follows:

"When I got upon the lower stairs I found that the flames were all around me; but that the steps were yet strong enough to bear me up, and that if I hastened I might succeed in getting down them with safety.

"At the first landing a dense cloud of smoke swept down upon and nearly choked me. There was no flame in it, however; I immediately fell upon my face and with my mouth to the hot boards I crawled to the next flight of stairs. Up these I succeeded in getting, with much trouble. At the second landing there was a window, this I burst open and gasped for air. It was for a moment only that I struggled, when I had that I made another effort, and, although I found that everything I touched was as hot as if just taken out of an oven, I struggled on. I don't suppose I could have been more than a minute in the house, up to this time, but it really seemed to have been at least a full half hour; and as no water had, as yet, been thrown in the direction of the stairs, I concluded that the assistant engineer thought I was a fool, and had made up his mind to let me perish in the flames for my presumption. This made me feel awful, I tell you. But there was no turning back the little girl should be saved, or I perish with her.

"When I made up my mind to this, I became as cool as a cucumber; I had no more fear, I rushed up the next flight, and just as I was turning to mount the last one a piece of rafter fell upon me. It was all aflame. It struck me on the head and then dropped on the floor. I knew, then, that cold water had been poured upon it. I kicked the stick out of the way, and the next minute I was at the door where I felt sure the child was, I burst it open, and was, again struck in the face by a dense volume of smoke. I felt as if the girl must have been smothered.

"Just as I again crawled forward to find the bed whereon I had supposed the little one had been lying, I caught hold of a little foot, I drew it toward me, drew it and the body attached to it out on the landing. It was that of the child, Lottie Wilson. I was quite certain she was dead; but I took her in my arms and attempted the descent. Now, if the assistant engineer had not ordered the pipes to be turned on the stairs, I do believe it would have been better for us both—Lottie and I.

"The water as it struck in great volumes upon the stairs and into the passages, had the effect of driving the smoke toward us.

"I had to stand on the upper landing, with the flames constantly and persistently undermining me, until the clouds of smoke had been driven past me.

"When at last I saw my way down the terrible passage, I involuntarily offered a prayer for safety. At almost every step the flames would start up, and once or twice, as I descended, the steps broke in two, because they were nearly burnt apart by the licking, eating fire. It seemed an eternity to me before I finally reached the last stairway. It was trembling and would presently fall! That I saw at a glance. Then, after so much, was I to perish where I stood, with Lottie Wilson's body in my arms?

"Suddenly there was a crash.

"I looked to see the stairs fall—for when they went, I thought my doom was forever sealed. I was becoming, I felt, exhausted.

"But there was something else gave way at that moment.

"The upper part of a tall ladder was driven through a window within a foot of where I was standing; and then, just as I felt my consciousness going from me, I heard in a hoarse voice the single word.

"Saved!"

"Then there was a great roar, and, I knew nothing more, except that I thought I was falling into a deep, dark pit.

"They told me a week later," continued Franklin, "at the hospital that I had been seen with little Lottie standing at the head of the stairs, and that there was only one way—as the stairs were succumbing to the flames, and would presently fall—to save me, and that was by putting up a ladder, and a fireman rushing up it and seizing and bodily lifting me out of the building, which it also was thought was about to fall, and which did tumble down a minute or two later.

"Then that must have been the roar I heard. It sounded like the breaking of the tide upon the shore at Sandy Hook."

"Oh, no," I was answered; "It was the mighty and delighted cheer of the people who were relieved of their terrible excitement when they saw you and the rescued girl. Why, Franklin you are the hero of the day!"

"Well I asked, desirous of turning the conversation from myself, 'is the little girl dead?'"

"No, indeed," was the answer of my friend; "she's as sound and lively as a cricket. She is here to thank you for saving her."

"A sweet-faced child, with a pretty mouth and dark blue eyes and auburn hair, here approached my pallet, and putting her lips to mine, gave me a hearty kiss.

"I love you ever so much," she said in her little, artless way.

"And what am I in this place for?" I continued.

"Why, you had your skull cracked," was the answer, "and the doctors wonder how it was done, and how you managed to retain consciousness under it for any time. They think it must have been caused by the falling of a beam, as the bones were crushed in quite flat-like."

"Then I recalled the accident which happened to me on the third story, when I felt the strange sensation of water being thrown suddenly over me, producing so peculiar a

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TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you; call and examine, all of which will be sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

WHALEMEN ATTENTION!

Bomb Guns and Lances.

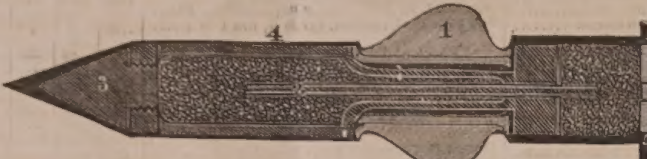


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,

—ALSO—

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and examined them, to be SUPERIOR to all other kinds, and are recommended in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO FELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle
clothes, furnishings of every description, also a complete assortment of Cloths, Cassimeres
and ready made clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect
Garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.
LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,



NO. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.
Our seafaring friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

The undersigned beg to give notice to own-
ers and masters of whaling vessels, that
they have succeeded in getting the tonnage dues
removed from whaling vessels visiting this port
or the purpose of outfitting their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31½ gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was for-
merly imposed.

The expenses attendant on shipment of oil at
this port are as follows:

A Package duty of twenty-four cents per bar-
rel Harbor dues, \$3; Secretary's fee, \$3; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty cents per barrel, (deli-
verable at New York or Boston free of all other
charges except insurance, which will be effected
on the most favorable terms when required.)

Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any person offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Carlie Bay, from
Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lazzaretto
erected), is of great depth, varying from 20 to 80
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 8 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 5th
of the following month. All letters forwarded
to our care will be safely received, and delivered
as addressed. Masters of vessels calling off the
Harbor and not wishing to anchor may obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer
—and will incur the expense of that officer
fee—41

New Bedford papers always on file for inspec-
tion.
W. P. LEACOCK & CO.
11

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to
ship masters visiting this port in pro-
curing supplies.

Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.

Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.

Charges on goods addressed to our care
advanced, and added to Bill of Lading.
Particular attention paid to chartering of
vessels. Insurance effected, &c., &c.
j36774

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds

assembled at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.
sep10'67

H. B. McKAY,

SHIPPING & COMMISSION MERCHANT

IMPORTER OF AMERICAN PRODUCE,

SANTA CRUZ, TENERIFFE,

CANARY ISLANDS.

SOLICITS consignments of vessels, also
of cargoes for transshipment to the United
States.

M. B. The attention of Merchants and
Captains engaged in the whaling business
is called to this port as being favorable for
re-fitting their ships and forwarding Oil to
the United States, it being a good harbor,
a free port, and freightage procurable at low
rates. A vessel will be dispatched for New
York in December or January of each year.

REFERENCE.—Messrs. Yates & Porterfield,
115 Wall Street, New York, to whom apply
for further information
jan19'75

Boston, Clinton, Fitchburg &
New Bedford R. R.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday June 26th, 1876
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, and 9.15 A. M., 12.10 and 3.40 P. M.
Return, 8, and 11.10 A. M., 2, 4.30 and 6.30
P. M.

Via Old Colony Railroad, 8 A. M. Return,
12.30 P. M.
Providence, at 7.30, and 9.15 A. M., 1.15, 3.40
and 5.30 P. M. Return, 8, and 10.50 A. M.,
1.55, 4.40, and 7.20 P. M.

Taunton, at 8.30, 7.30, 8, and 9.15 A. M., 12.10,
3.40, and 5.30 P. M. Return, 6.32, and 9, A.
M., 12.10, 3.10, 5.40, 6.30, and 9.20 P. M.
Duan street station, 4.20 P. M.

Myricks, at 5.30, 7.30, 8, and 9.15 A. M., 12.10,
3.40 and 5.30 P. M. Return, 6.45, and 9.20,
A. M., 12.25, 3.30, 4.40, 6, and 7.05 P. M.
Howland's, at 5.30, A. M., and 3.40 P. M.
Duan street station, 4.20 P. M.

Myricks, at 5.30, 7.30, 8, and 9.15 A. M., 12.10,
3.40 and 5.30 P. M. Return, 6.45, and 9.20,
A. M., 12.25, 3.30, 4.40, 6, and 7.05 P. M.
Acushnet, at 5.30, 8, and 9.15 A. M., 12.10 and
3.40 P. M. Return, 9.45 A. M., 6.25 and 7.30
P. M.

Worcester via Mansfield and South Fran-
cingham, at 6.30, A. M., 12.10 and 3.40 P. M.
Lowell, at 5.30, A. M., 12.10 and 3.40 P. M.
Fitchburg, at 5.30, and 9.15 A. M., 12.10 and
3.40 P. M.

Fall River, at 7.30, and 8, A. M., 12.10, 3.40 and
5.30 P. M. Return, 8, and 11.15, A. M., 3.15
and 4.17 P. M.

Newport, at 7.30, and 9.15 A. M., and 3.40 P. M.
Return, at 7.20 and 10.40 A. M., 2.30, and
8.45 P. M.

New York, via Fall River and Stonington,
at 5.20 P. M. Return, at 5 P. M.

New York via Shore Line, at 7.30, and 9.15 A.
M., and 5.20 P. M. Sundays 8.45 P. M. Re-
turn, 8 A. M., and 1.10 P. M. Sundays, 10
P. M.

LEAVE TAUNTON, FOR

Boston, at 6.25, 8.05, and 11.10 A. M., and 4.30
P. M. Return, at 8, and 11.10 A. M., 2, 4.30,
and 5.30 P. M.

Providence, at 6.25, 8.10, 10, and 11.15 A. M.,
1.40, 4.35 and 6 P. M. Return, 8, 9.15, and
10.50 A. M., 1.55, 4.40, 6.20, and 7.20 P. M.

Passengers for way stations, between
Mansfield and Boston, in the morning will
take the 5.30 A. M. train from New Bedford,
and the 6.12 A. M. train from Taunton.

On arrival of Shore Line from New York.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.45, A. M., and 2.30 P. M.

Mattapoisett, at 7.40 A. M., 2.30 and 4.40 P. M.
Marion, at 7.45 A. M., 2.30 and 4.40 P. M.
Tremont, at 7.45 A. M., and 2.00 and 4.40 P. M.
Cape Cod, at 7.45 A. M., and 4.40 P. M.

Nantucket, at 7.45 A. M.
Plymouth, at 2.30 P. M.

LEAVE BOSTON, via Old Colony Railway,
at 8 A. M., and 4 P. M.

LEAVE SALEM, via Old Colony Railway,
at 7.50 A. M., and 4.30 P. M.

LEAVE HYANNIS, at 7.00, A. M., and 1.02
P. M.

LEAVE TREMONT, at 9.50 A. M., 3.42 and
5.40 P. M.

LEAVE MARION, at 10.02 A. M., 3.57 and 5.52
P. M.

LEAVE MATTAPoisETT, at 10.14 A. M., 4.12
and 6 P. M.

Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.

WARREN LADD, Asst. Sup't.
je26, 1876.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a
copartnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union Street, daily, (Sundays excepted
for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the United
States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.

This Express connects with steamer Mon-
ohasset for Wood's Hole, (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.
Providence, 34 Dorrance street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union Street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.,
New Bedford, May 20, 1876.

DAVENPORT, MASON & Co's
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and San Francisco, and
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 5th and 12th of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co
New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York
Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—In New York, at 105 Wall
Street, No. 346 Canal Street, corner of
Church; and Pier 39 East River, New
Bedford, at No. 19 Commercial Wharf.
Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets

BOSTON WEEKLY JOURNAL.

FOR THE CENTENNIAL YEAR,

1876.

ORGANIZE YOUR CLUBS.

"In order to keep well posted on news,
politics and the affairs of a busy world,
I had THE BOSTON WEEKLY JOURNAL" the
most valuable paper in New England for
family reading."

THE NEWS OF THE WEEK
Carefully Compiled Expressly for
the Paper.

The year 1876 promises to be full of inter-
est and incident in this country. It will
not only be a year of great excitement on
account of the Presidential election, but the
Centennial Exhibition at Philadelphia can-
not fail to interest to the Summer months an
amount of incident without precedent in
the annals of our country. The resources
of journalism will be tested, for thousands
who will be unable to be present in person
will depend upon the newspaper for full
and accurate reports of the grand event.
To obtain correct information of all that is
passing for the benefit of the readers of THE
BOSTON WEEKLY JOURNAL will be the duty
of its publishers.

The political events of the year will be
full of significance. While THE BOSTON
WEEKLY JOURNAL is pronounced in its po-
litical sentiments, its editors deem it their
duty to give full and impartial reports of their
meetings. The merit is accorded THE BOSTON
WEEKLY JOURNAL of giving to its re-
spected opponents a measure of fairness, es-
pecially in the way of information relating
to movements, nominations and speeches,
rarely found in the so-called party news-
papers.

FAMILY READING. Varied and attractive
to please the tastes of the intelligent
classes.

THE MARKETS fully reported for the ben-
efit of Farmers and Traders.

THE CENTENNIAL. The events of the
Great Exhibition will be fully chronicled
AGRICULTURAL ARTICLES of a Practical
nature, under the head of "The Farm and
The Fireside."

POLITICAL EDITORIALS and political
news presented fully and fairly.

RELIGIOUS INTELLIGENCE, giving move-
ments of ministers and news of interest to
all denominations.

NEW ENGLAND ITEMS, being a record of
interesting incidents carefully culled.

REPORTS OF ALL MEETINGS of interest
relating to Science, Literature, Education,
and Domestic and Social Economy.

TERMS.

One copy, per annum, \$2.00
Five copies to one address, 8.00
Ten copies to one address, 15.00
And an extra copy to the getter-up of a
club of ten.

POSTAGE INCLUDED IN THE ABOVE RATES.

Any one remitting us \$2 will receive the
Boston Weekly Journal during 1876, postage
included.

The money in all cases must accom-
pany the order, and

VESSELS' NAME.	MASTERS.	AGENT'S NAME	DATE OF SAILING	WHERE BOUND.	LATEST REPORT.
NEW BEDFORD.					
N. A. Tucker, bark.	129	Joseph & William R. Wing	November, 26, 74	Atlantic Ocean.	June 29, 76, sailed from Bermuda.
Abm Barker, bark.	130	Joseph & William R. Wing	October, 26, 74	Pacific Ocean.	April 26, 76, at sea, no lat & co.
Abm Barker, bark.	131	Jonathan Bourne.	May, 26, 74	Atlantic Ocean.	May 31, 76, at sea, lat 40 N, lon 43 W.
Abm Barker, bark.	132	William Lewis.	April, 26, 74	Atlantic Ocean.	June 14, 76, sailed from Barbadoes.
Abm Barker, bark.	133	Ivory H. Bartlett & Sons.	March, 26, 74	North Pacific Ocean.	April 19, 76, sailed from Honolulu.
Abm Barker, bark.	134	John T. Richardson.	August, 26, 74	Atlantic Ocean.	May 20, 76, sailed from St Helena.
Abm Barker, bark.	135	Jonathan Bourne.	May, 26, 74	Pacific Ocean.	June 12, 76, at sea, no lat & co.
Abm Barker, bark.	136	Louise Snow, Jr.	July, 26, 74	Atlantic Ocean.	Arrived June 8, 76, 400 sperm.
Abm Barker, bark.	137	Joseph & William R. Wing	In port.	Indian Ocean.	August 25, 76, at Tortosa.
Abm Barker, bark.	138	John P. Knowles, 2d.	May, 26, 74	Atlantic Ocean.	
Abm Barker, bark.	139	Charles R. Tucker & Co.	May, 26, 74	Atlantic Ocean.	
Abm Barker, bark.	140	Gifford & Cummings.	In port.	Indian Ocean.	
Abm Barker, bark.	141	Taber, Gordon & Co.	November, 30, 75	North Pacific Ocean.	May 16, 76, off Honolulu.
Abm Barker, bark.	142	Charles R. Tucker & Co.	August, 26, 74	New Zealand.	April 3, 76, at Honolulu.
Abm Barker, bark.	143	Charles R. Tucker & Co.	December, 8, 74	Indian Ocean.	March 7, 76, sailed from Bay of Islands.
Abm Barker, bark.	144	John T. Richardson.	April, 26, 74	Atlantic Ocean.	April 1, 76, sailed from Fremantle.
Abm Barker, bark.	145	Joseph & William R. Wing	April, 26, 74	Atlantic Ocean.	March 1, 76, at sea, no lat & co.
Abm Barker, bark.	146	John P. Knowles, 2d.	In port.	Atlantic Ocean.	June 18, 76, sailed from Fayal.
Abm Barker, bark.	147	Swift & Perry.	May, 26, 74	Atlantic Ocean.	Arrived December 8, 75, 100 sperm 300 whale.
Abm Barker, bark.	148	Swift & Perry.	May, 26, 74	Atlantic Ocean.	June 11, 76, at sea, no lat & co.
Abm Barker, bark.	149	Swift & Perry.	August, 26, 74	North Pacific Ocean.	March 15, 76, sailed from Honolulu.
Abm Barker, bark.	150	Taber, Gordon & Co.	December, 4, 74	Pacific Ocean.	May 31, 76, at Bay of Islands.
Abm Barker, bark.	151	William O. Brownell.	In port.	Atlantic Ocean.	Arrived May 2, 76, 85 sperm 300 whale.
Abm Barker, bark.	152	George & Matthew Howland.	July, 26, 74	Atlantic Ocean.	May 15, 76, sailed from St Helena.
Abm Barker, bark.	153	Jonathan Bourne.	July, 26, 74	Atlantic Ocean.	Arrived September 4, 75, 470 sperm.
Abm Barker, bark.	154	Swift & Perry.	In port.	Pacific Ocean.	May 15, 76, sailed from Norfolk Island.
Abm Barker, bark.	155	Taber, Gordon & Co.	June, 26, 74	Pacific Ocean.	April 30, 76, in Fajaz Straits.
Abm Barker, bark.	156	William Watkins.	June, 26, 74	Pacific Ocean.	March 6, 76, at Tunt ex.
Abm Barker, bark.	157	William Lewis.	October, 26, 74	Atlantic Ocean.	June 20, 76, at sea, lat 32 08, lon 74 36.
Abm Barker, bark.	158	Swift & Perry.	In port.	Atlantic Ocean.	Arrived April 7, 76, 1,000 whale.
Abm Barker, bark.	159	Thomas Knowles & Co.	July, 26, 74	Pacific Ocean.	May 7, 76, at sea, no lat & co.
Abm Barker, bark.	160	Swift & Perry.	June, 26, 74	Pacific Ocean.	May 1, 76, off French Rock.
Abm Barker, bark.	161	John T. Richardson.	July, 26, 74	Indian Ocean.	April 4, 76, sailed from St Helena.
Abm Barker, bark.	162	Jonathan Bourne.	May, 26, 74	Atlantic Ocean.	April 12, 76, at St. Jago.
Abm Barker, bark.	163	George & Matthew Howland.	September, 17, 74	Atlantic Ocean.	April 19, 76, sailed from St Helena.
Abm Barker, bark.	164	Henry Clay.	August, 26, 74	Atlantic Ocean.	March 7, 76, sailed from Fernandina, Fla.
Abm Barker, bark.	165	Abbott P. Smith.	November, 30, 75	Indian Ocean.	January 18, 76, at sea, lat 20 N, lon 1 W.
Abm Barker, bark.	166	William Lewis.	October, 26, 74	Atlantic Ocean.	May 20, 76, at Barbadoes.
Abm Barker, bark.	167	Swift & Perry.	October, 26, 74	North Pacific Ocean.	April 21, 76, at sea, no lat & co.
Abm Barker, bark.	168	John T. Richardson.	November, 24, 75	Atlantic Ocean.	April 12, 76, at St. Jago.
Abm Barker, bark.	169	Jonathan Bourne.	September, 20, 75	Pacific Ocean.	May 1, 76, off French Rock.
Abm Barker, bark.	170	Ivory H. Bartlett & Sons.	January, 9, 76	North Pacific Ocean.	March 1, 76, sailed from San Francisco.
Abm Barker, bark.	171	Gideon Allen & Son.	January, 3, 76	North Pacific Ocean.	March 15, 76, sailed from Honolulu.
Abm Barker, bark.	172	Taber, Gordon & Co.	June, 26, 74	Pacific Ocean.	May 17, 76, sailed from Bay of Islands.
Abm Barker, bark.	173	William Lewis.	April, 26, 74	Atlantic Ocean.	June 17, 76, sailed from Barbadoes.
Abm Barker, bark.	174	Swift & Perry.	July, 26, 74	Atlantic Ocean.	June 5, 76, sailed from Fayal.
Abm Barker, bark.	175	Jonathan Bourne.	October, 26, 74	North Pacific Ocean.	April 1, 76, sailed from San Francisco.
Abm Barker, bark.	176	Joshua C. Hitch.	October, 26, 74	North Pacific Ocean.	April 1, 76, sailed from Honolulu.
Abm Barker, bark.	177	Swift & Perry.	September, 27, 75	Indian Ocean.	April 21, 76, at Palta.
Abm Barker, bark.	178	Thomas Knowles & Co.	June, 26, 74	Pacific Ocean.	May - 76, at sea, no lat & co.
Abm Barker, bark.	179	Joseph & William R. Wing.	November, 25, 75	Indian Ocean.	May 22, 76, touched at Johanna.
Abm Barker, bark.	180	John P. Knowles, 2d.	May, 26, 74	Pacific Ocean.	June 2, 76, at Bay of Islands.
Abm Barker, bark.	181	Simon N. West.	May, 26, 74	Pacific Ocean.	April 23, 76, at Talcahuano.
Abm Barker, bark.	182	John P. Knowles, 2d.	July, 26, 74	Pacific Ocean.	April 11, 76, sailed from Honolulu.
Abm Barker, bark.	183	Swift & Perry.	August, 24, 75	North Pacific Ocean.	March 23, 76, sailed from St Helena.
Abm Barker, bark.	184	Joseph & William R. Wing.	July, 26, 74	Indian Ocean.	May 27, 76, at Mahé.
Abm Barker, bark.	185	Joseph & William R. Wing.	October, 11, 75	Indian Ocean.	May 1, 76, sailed from Bay of Islands.
Abm Barker, bark.	186	William Lewis.	May, 26, 74	Indian Ocean.	May 1, 76, sailed from Barbadoes.
Abm Barker, bark.	187	Jonathan Bourne.	July, 26, 74	Atlantic Ocean.	July 7, 76, touched at Barbadoes.
Abm Barker, bark.	188	William Lewis.	July, 26, 74	Atlantic Ocean.	April 24, 76, sailed from St Helena.
Abm Barker, bark.	189	Swift & Perry.	August, 11, 74	Atlantic Ocean.	July 8, 76, touched at Bermuda.
Abm Barker, bark.	190	Bayliss & Cannon.	June, 26, 74	Pacific Ocean.	Arrived May 2, 76, 1,050 sperm.
Abm Barker, bark.	191	Charles R. Tucker & Co.	In port.	North Pacific Ocean.	April 7, 76, at Onnalska.
Abm Barker, bark.	192	Ivory H. Bartlett & Sons.	March, 26, 74	North Pacific Ocean.	May - 76, at sea, no lat & co.
Abm Barker, bark.	193	Gifford & Cummings.	July, 26, 74	Pacific Ocean.	May 2, 76, sailed from Bay of Islands.
Abm Barker, bark.	194	Charles Tucker.	November, 7, 71	Pacific Ocean.	May 2, 76, sailed from Tahiti.
Abm Barker, bark.	195	Thomas Knowles & Co.	August, 11, 74	Pacific Ocean.	Arrived July 1, 76, 300 sperm.
Abm Barker, bark.	196	John P. Knowles, 2d.	May, 26, 74	Indian Ocean.	May 20, 76, at sea, lat 32 S, lon 45 W.
Abm Barker, bark.	197	William Phillips & Son.	May, 26, 74	Indian Ocean.	Arrived June 19, 76, 950 sperm.
Abm Barker, bark.	198	William Watkins.	In port.	Atlantic Ocean.	June 20, 76, at sea, no lat & co.
Abm Barker, bark.	199	Joshua C. Hitch.	October, 26, 75	Atlantic Ocean.	June 3, 76, at Bay of Islands.
Abm Barker, bark.	200	William Lewis.	October, 26, 75	Indian Ocean.	Arrived May 1, 76, 1,000 sperm.
Abm Barker, bark.	201	William Lewis.	July, 26, 74	Indian Ocean.	May - 76, at sea, no lat & co.
Abm Barker, bark.	202	Joshua C. Hitch.	November, 13, 75	Pacific Ocean.	March 28, 76, sailed from Honolulu.
Abm Barker, bark.	203	Swift & Perry.	July, 26, 74	North Pacific Ocean.	May - 76, at sea, no lat & co.
Abm Barker, bark.	204	Jonathan Bourne.	July, 26, 74	Atlantic Ocean.	April 10, 76, sailed from Talcahuano.
Abm Barker, bark.	205	Gideon Allen & Son.	August, 25, 74	Pacific Ocean.	May 1, 76, at sea, no lat & co.
Abm Barker, bark.	206	Taber, Gordon & Co.	October, 17, 74	Pacific Ocean.	April 10, 76, sailed from Talcahuano.
Abm Barker, bark.	207	Louise Snow, Jr.	October, 17, 74	North Pacific Ocean.	May 1, 76, at sea, no lat & co.
Abm Barker, bark.	208	Jonathan Bourne.	October, 10, 71	Pacific Ocean.	May 23, 76, sailed from Fayal.
Abm Barker, bark.	209	Ivory H. Bartlett & Sons.	April, 26, 74	Pacific Ocean.	March 27, 76, sailed from Honolulu.
Abm Barker, bark.	210	Louise Snow, Jr.	May, 26, 74	Atlantic Ocean.	February 19, 76, sailed from Talcahuano.
Abm Barker, bark.	211	Swift & Perry.	July, 26, 74	Atlantic Ocean.	July 5, 76, sailed from Bermuda.
Abm Barker, bark.	212	Matthew Howland.	June, 26, 74	Pacific Ocean.	June 5, 76, sailed from Bermuda.
Abm Barker, bark.	213	George & Matthew Howland.	July, 26, 74	Pacific Ocean.	June 2, 76, sailed from St Helena.
Abm Barker, bark.	214	Swift & Perry.	November, 10, 75	Pacific Ocean.	February 20, 76, off Dennis Island.
Abm Barker, bark.	215	Joseph & William R. Wing.	October, 26, 74	Atlantic Ocean.	June 14, 76, sailed from Barbadoes.
Abm Barker, bark.	216	Swift & Perry.	October, 26, 74	Indian Ocean.	Arrived June 14, 76, 60 sperm.
Abm Barker, bark.	217	Charles R. Tucker & Co.	April, 26, 74	Atlantic Ocean.	April 17, 76, sailed from St Helena.
Abm Barker, bark.	218	William O. Brownell.	In port.	Atlantic Ocean.	Arrived May 16, 76, 14 sperm 900 whale.
Abm Barker, bark.	219	Ivory H. Bartlett & Sons.	January, 21, 76	North Pacific Ocean.	April 3, 76, at Honolulu.
Abm Barker, bark.	220	George & Matthew Howland.	July, 26, 74	North Pacific Ocean.	April 8, 76, sailed from St Helena.
Abm Barker, bark.	221	William Lewis.	December, 1, 75	Atlantic Ocean.	June 9, 76, sailed from Bermuda.
Abm Barker, bark.	222	John P. Knowles, 2d.	June, 26, 74	Atlantic Ocean.	July 13, 76, at sea, no lat & co.
Abm Barker, bark.	223	Jonathan Bourne.	April, 26, 74	Pacific Ocean.	June 13, 76, sailed from Barbadoes.
Abm Barker, bark.	224	Ivory H. Bartlett & Sons.	October, 26, 74	Pacific Ocean.	June 1, 76, at sea, no lat & co.
Abm Barker, bark.	225	John P. Knowles, 2d.	June, 26, 74	Pacific Ocean.	June 24, 76, at Panama.
Abm Barker, bark.	226	John P. Knowles, 2d.	June, 26, 74	Pacific Ocean.	July 8, 76, at sea, lat 40 30, lon 70.
Abm Barker, bark.	227	Ivory H. Bartlett & Sons.	July, 26, 74	Atlantic Ocean.	February 1, 76, at sea, no lat & co.
Abm Barker, bark.	228	John Knowles & Co.	July, 26, 74	Atlantic Ocean.	April 1, 76, sailed from Honolulu.
Abm Barker, bark.	229	George & Matthew Howland.	July, 26, 74	Atlantic Ocean.	September 15, 75, off Ascension.
Abm Barker, bark.	230	Joseph & William R. Wing.	May, 26, 74	Pacific Ocean.	June 16, 76, sailed from Barbadoes.
Abm Barker, bark.	231	Charles H. Gifford.	May, 26, 74	Atlantic Ocean.	Last of May, 76, at sea, no lat & co.
Abm Barker, bark.	232	Joseph & William R. Wing.	April, 26, 74	Atlantic Ocean.	May 7, 76, at Port William.
Abm Barker, bark.	233	Thomas Knowles & Co.	August, 6, 73	Atlantic Ocean.	March 28, 76, sailed from Hilo.
Abm Barker, bark.	234	Ivory H. Bartlett & Sons.	October, 12, 75	North Pacific Ocean.	Arrived June 8, 76, 34 sperm 1300 whale.
Abm Barker, bark.	235	William Lewis.	In port.	Atlantic Ocean.	June 28, 76, off Bermuda.
Abm Barker, bark.	236	Joseph & William R. Wing.	May, 26, 74	Atlantic Ocean.	June 29, 76, at sea, lat 39 40, lon 78.
Abm Barker, bark.	237	William Watkins.	November, 3, 74	Pacific Ocean.	May 30, 76, at Panama.
Abm Barker, bark.	238	William Phillips & Son.	May, 26, 74	Atlantic Ocean.	June 12, 76, sailed from Bermuda.
Abm Barker, bark.	239	William Phillips & Son.	July, 26, 74	Indian Ocean.	May 30, 76, at Mauritius.
Abm Barker, bark.	240	Jeremiah H. Pease.	May, 26, 74	Atlantic Ocean.	May 24, 76, at sea, lat 30 35, lon 74 35.
Abm Barker, bark.	241	Tucker Damon, Jr.	In port.	Atlantic Ocean.	Arrived September 17, 75, 95 sperm 6 whale.
Abm Barker, bark.	242	Andrew J. Hadley.	May, 26, 74	Atlantic Ocean.	May 27, 76, at sea, lat 37 10, lon 71 50.
Abm Barker, bark.	243	Andrew J. Hadley.	March, 27, 76	Atlantic Ocean.	April 17, 76, sailed from Fernandina.
Abm Barker, bark.	244	William Potter, 2d.	In port.	Pacific Ocean.	Arrived May 11, 76, 200 sperm 800 whale.
Abm Barker, bark.	245	William Potter, 2d.	July, 26, 74	Pacific Ocean.	May 1, 76, off French Rock.
Abm Barker, bark.	246	Andrew Hicks.	July, 26, 74	Atlantic Ocean.	June 2, 76, at Barbadoes.
Abm Barker, bark.	247	Andrew Hicks.	June, 26, 74	Indian Ocean.	May 4, 76, at Barbadoes.
Abm Barker, bark.	248	Andrew Hicks.	October, 26, 75	Atlantic Ocean.	July 8, 76, touched at Bermuda.
Abm Barker, bark.	249	Samuel Osborn, Jr.	November, 3, 75	Atlantic Ocean.	June 13, 76, at Barbadoes.
Abm Barker, bark.	250	Samuel Osborn, Jr.	August, 12, 74	Atlantic Ocean.	July 8, 76, at sea, lat 29 35, lon 76 25.
Abm Barker, bark.	251	William A. Atkins.	March, 25, 76	Atlantic Ocean.	June 25, 76, touched at Fayal.
Abm Barker, bark.	252	E. & K. Cook & Co.	April, 20, 76	Atlantic Ocean.	June 9, 76, at sea, no lat & co.
Abm Barker, bark.	253	Stephen Cook.	January, 23, 76	Atlantic Ocean.	June 28, 76, at sea, no lat & co.
Abm Barker, bark.	254	Stephen Cook.	May, 26, 74	Atlantic Ocean.	June 2, 76, at sea, no lat & co.
Abm Barker, bark.	255	Stephen Cook.	May, 26, 74	Atlantic Ocean.	April 16, 76, at sea, lat 25 N, lon 38 W.
Abm Barker, bark.	256	Stephen Cook.	January, 24, 76	Atlantic Ocean.	June 28, 76, at sea, no lat & co.
Abm Barker, bark.	257	Stephen Cook.	March, 25, 76	Atlantic Ocean.	June 28, 76, at sea, no lat & co.
Abm Barker, bark.	258	Stephen Cook.	January, 24, 76	Atlantic Ocean.	July 6, 76, at sea, lat 31 40, lon 77 51.
Abm Barker, bark.	259	Stephen Cook.	January, 24, 76	Atlantic Ocean.	July 1, 76, on Charleston Ground.
Abm Barker, bark.	260	Stephen Cook.	January, 24, 76	Atlantic Ocean.	July 2, 76, at sea, lat 30, lon 75, 200 bls.
Abm Barker, bark.	261	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at sea, no lat & co., 150 bls.
Abm Barker, bark.	262	Stephen Cook.	January, 24, 76	Atlantic Ocean.	July 8, 76, on Southern edge of Gulf Stream.
Abm Barker, bark.	263	Stephen Cook.	January, 24, 76	Atlantic Ocean.	May 20, 76, at sea, lat 14, lon 44.
Abm Barker, bark.	264	Stephen Cook.	January, 24, 76	Atlantic Ocean.	June 4, 76, at sea, lat 30 30, lon 71 50.
Abm Barker, bark.	265	Stephen Cook.	January, 24, 76	Atlantic Ocean.	June - 76, at sea, lat 32 38, lon 74 40.
Abm Barker, bark.	266	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, off West Coast of Florida.
Abm Barker, bark.	267	Stephen Cook.	January, 24, 76	Atlantic Ocean.	June 3, 76, at Barbadoes.
Abm Barker, bark.	268	Stephen Cook.	January, 24, 76	Atlantic Ocean.	February 2, 76, sailed from St Helena.
Abm Barker, bark.	269	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at sea, no lat & co.
Abm Barker, bark.	270	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	271	Stephen Cook.	January, 24, 76	Atlantic Ocean.	September 13, 74, at Kerguelan Island.
Abm Barker, bark.	272	Stephen Cook.	January, 24, 76	Atlantic Ocean.	Arrived April 27, 76, Kerguelan.
Abm Barker, bark.	273	Stephen Cook.	January, 24, 76	Atlantic Ocean.	Arrived April 29, 76, Sandy Point.
Abm Barker, bark.	274	Stephen Cook.	January, 24, 76	Atlantic Ocean.	March 14, 76, at Port Stanley.
Abm Barker, bark.	275	Stephen Cook.	January, 24, 76	Atlantic Ocean.	October 1, 74, in Cumberland Inlet.
Abm Barker, bark.	276	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, in Cumberland Inlet.
Abm Barker, bark.	277	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	278	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	279	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	280	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	281	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	282	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	283	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	284	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	285	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	286	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	287	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	288	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	289	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	290	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	291	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	292	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	293	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	294	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	295	Stephen Cook.	January, 24, 76	Atlantic Ocean.	No date, at Desolation.
Abm Barker, bark.	296	Stephen Cook.			

The Whalemens' Shipping List,

NEW BEDFORD:
TUESDAY MORNING, JULY 18, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone
into the United States, for the week ending
July 24, 1876.

	Bls.	Sp.	Lbs.	bone.
New York.	280	.....	.....	.....
Steamer Acapulco,	280	.....	.....	.....
Total	17,218	26,092	68,775	.....
Previously,	17,498	26,592	69,775	.....
From Jan. 1 to date,	17,498	26,592	69,775	.....
Same time last year,	18,640	24,763	184,189	.....

Exports for the week ending
July 24, 1876:

	sp.	wh.	bone.
Previously,	10,648	8,259	180,620
From Jan. 1 to date,	11,889	8,629	184,816
Same time last year,	7,468	4,373	141,358

NEW BEDFORD OIL MARKET.

For the week ending July 24.

SPERM.—Has been very quiet since our
last, the only sale being 100 bbls. for export,
reported at \$1.25 per gallon.

WHALE.—Continues quiet. Sales were
made of 120 bbls. at 58 cents, and 100 do. of
inferior quality, at 52 cents, for manufacture.

WHALEBONE.—A sale was made of 3,000 lb
Arctic, at \$2 1/2 per cwt. for export.

IMPORTATIONS.

Per steamer Acapulco, at New York, 16th
inst., from Panama:—280 bbls. sperm oil
from bark Sea Fox, to John P. Knowles, 2d.,
New Bedford.

LETTERS.

A letter from Capt. Babcock, of bark John
Dawson, of this port, reports her touched at
Johanna, May 23d, no oil since leaving St.
Helena. Bound to Coast of Arabia.

A letter from Capt. Lapham, of bark Mi-
das, of this port, reports her at sea, June
20th, having taken 70 bbls. sperm oil since
leaving Fayal—190 bbls. sperm oil told.

A letter from Capt. Ears, of bark Peru, of
this port, reports her at sea, May 25th, hav-
ing taken 75 bbls. sperm since last report—
435 sperm all told. Would touch at Flores
the last of June.

A letter from Capt. Dyer, of schooner Gra-
cie M. Parker, of Provincetown, reports her
on Charleston Ground, July 1st, with 165
bbls. sperm oil.

A letter from Capt. Marchant, of bark Sa-
rah, of this port, reports her at sea, 23
days out, with 120 bbls. sperm oil. A let-
ter from Capt. Silva says that when three
days out took two whales making 35 bbls.,
and on the 7th of July took a whale making
100 bbls. All well.

A letter from Capt. John D. Silva, of brig
Gazelle, of Fayal, dated Fayal, June 18th,
reports having taken 175 bbls. sperm oil since
leaving that port.

Correspondent of the Shipping List.
FAYAL, June 25th, 1876.—Arrived at this
port to-day, schooner Alcione, Fisher, 65
days from Provincetown, with 310 bbls.
sperm oil on board—put in for fresh provisions.

A letter from the first officer of bark Sa-
rah, Silva, of this port, reports her at sea,
23 days out, with 120 bbls. sperm oil. A let-
ter from Capt. Silva says that when three
days out took two whales making 35 bbls.,
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and on the 7th of July took a whale making
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A Washington dispatch of the 19th
inst., says:—On point of law, whether Sec-
retary Robeson had made himself liable
under the statute in depositing money
with Cooke, McCulloch & Co., as agents of
the Government, when they were not con-
firmed by the Senate. Mr. Glover, Chair-
man of the Real Estate Pool Committee,
to-day took the opinions of five members
of the Judiciary Committee, and after a
careful consideration of the law and the
facts, lasting for several hours, they came to
the conclusion that he is liable and guilty.
The Committee will report to the House a
demand that Secretary Robeson be im-
peached for high crimes and misdemeanors.

Senator Allison's proposed substitute for
the River and Harbor bill cuts off a num-
ber of the appropriations made by the
Senate for New England works. It gives
\$10,000 for New Bedford harbor; \$10,000
for Fall River harbor; \$10,000 for Penob-
scot river; \$14,000 for Cochecho river; \$20,
000 for Burlington harbor; \$2,000 for Swan-
ton harbor; \$20,000 for Connecticut river
below Hartford; \$40,000 for the Block Is-
land Breakwater; \$50,000 for Boston har-
bor; \$50,000 for Plymouth harbor; \$10,000
for Little Narragansett Bay; \$5,000 for
Kennebunk river; \$8,000 for Belfast har-
bor; and \$4,000 for Provincetown harbor.

The House, as might have been ex-
pected, refused to concur in the Senate's
proposition to appropriate \$6,000 for the
further examination of the rebel archives
and records of captured property now in
the possession of the Government. The
evidence already furnished from these ar-
chives has prevented the payment of at
least one million dollars of war claims, by
showing that claimants were identified
with the rebellion. By virtually sealing
up this information the Southern claimants
can advance unchallenged in their attacks
upon the Treasury. Senator Edmunds
showed up this Confederate dodge in a
few scathing remarks.

A sad disaster occurred in New
York harbor on the afternoon of the 20th
inst. Commodore Garner, a millionaire,
doing business at the corner of Worth and
Hudson streets, had invited a party of
friends to take a sail in his yacht "Mo-
hawk." The weather in the forepart of
the day had been promising, but about 3
P. M., heavy clouds made a threatening
appearance, and the yacht had not pro-
ceeded far down the harbor when a heavy
squall struck her causing her to capsize,
and the boats being fast on the davits,
those on board were helpless. Mr. and
Mrs. Garner, Miss Adele Hunter and Mr.
Frost Thorne, brother of Mrs. Garner,
were rescued in the cabin. All others
were drowned by a steam-launch which
went to their assistance. The accident is
attributed to carelessness in allowing the
yacht to remain broadside to the wind
with the centreboard up.

One of the largest sales of dry goods
in New York was begun on the 19th inst.,
at 65 and 68 Leonard street, Messrs. Faul-
ner, Page & Co.'s. The goods were from
many leading mills in the country, and
consisted of flannels, blankets, chevots,
denims, etc. Some 13,000 packages were
offered of an aggregate value of fully two
million and a half dollars. The great
salesroom was thronged with buyers from
every house of standing throughout the
country. Among many houses from the
West were Farwells of Chicago, Field Leis-
ter of Chicago, L. Dickson & Co., of Cin-
cinnati, and S. Weil & Brothers. It was
estimated that the goods sold brought
from within five to ten per cent. of regular
trade prices. Calculating for the decline
in wool they brought prices that would al-
low fair profit to manufacture if made now.
This, however, is not the case, as the stock
has been carried for some time and was
made when wool was much higher, and
this will entail a loss to the manufacturers.

LOTTERY CORRESPONDENCE.—Postmas-
ter James, of New York, has given gen-
eral notice of the amendment to the law re-
garding lottery correspondence, &c. By this
amendment letters and circulars relat-
ing to all lotteries without regard to the
character of such lotteries, so-called gift
certs, or other similar enterprises offering
prizes, are declared unlawful, and the
depositing such letters or circulars in a
Post Office to be sent by mail is an offense
to be punished upon conviction by a fine
of not less than one hundred dollars nor
more than five hundred dollars and the
costs of prosecution.

ICE FOR THE SOUTH.—The intense heat
having created a scarcity of ice at Wash-
ington, D. C., two of the steam colliers be-
longing to the Reading Railroad Compa-
ny have been chartered to load ice at Bos-
ton for that city at \$2.50 per ton, the re-
cent rates having been only 75 cents to \$1.
The eagerness to obtain an immediate sup-
ply has caused the large increase in the
freight. The consumption of ice at all
points has been greatly increased this Sum-
mer.

State detective Oosting of this city,
found part of a human skeleton in West-
port woods on the 18th inst. It had prob-
ably been there for twenty years and no
one can account for it.

Severe thunder storms in various lo-
calities in New Hampshire and Vermont
on the 20th inst., occasioned considerable
damage to growing crops and other prop-
erty. At Deik's Station, Butler county,
Pa., two large iron oil tanks were struck by
lightning and destroyed, each containing
22,000 barrels of oil. In Richmond, Va.,
on the 20th inst., the thermometer in the
shade stood at 103, but a heavy thunder
storm at 5 P. M., lowered the temperature
23 degrees in half an hour.

Rumor has it that Minister Washburne
will resign in the Fall, and that the De-
partment of State has been so notified.

The British Consul at Havre, (Mr.
Bernal) states in his report this year that
"drunkenness, insolent behaviour and
language, and insubordination are rife
among them"; he considers that the United
States have something to answer for
with regard to the great and growing in-
subordination of sailors. He observes that
the means of punishing misconduct or in-
competency should be more easy and sim-
ple. To have to tell a captain who comes
to complain that his crew are drunk and
fighting among themselves that he must
"log it against them" seems nothing but a
mockery; and merited punishment has
often been escaped because the captain
omits to read over to the men the entry in
the log-book, a proceeding which in many
instances would endanger his life. The
Consul is of opinion that in the increasing
number of cases in which British crews
are paid off abroad the Consul should have
power to adjudicate on questions of fines
and deductions for misconduct on the voy-
age, for to employ the cumbersome pro-
cess of a naval court in every petty case
would be like using a steam hammer to
crack a nut. He represents that the position
of the Consular officers called on to in-
terfere in such cases, and yet armed
with no magisterial powers for the pur-
pose, and too frequently exposed to receive
the foulest abuse, is not at all pleasant.
He maintains that "quite as many vessels
are lost by the incompetency and indis-
cipline of their crew as through the unsea-
worthiness of their hulls." He recom-
mends an increased number of training
ships and more attention to improving the
character, conduct and seamanship of sail-
ors. He considers that advance-notes
should be abolished in British ports,
though it may be impossible abroad, where
crimps are not under regulations. He says
that the trade to Havre shows the fore-
igner creeping in where we formerly
had a monopoly, and that the ships of sev-
eral foreign nations, unhampered by our
numerous forms and restrictions, manned
by more tractable and less extensive crews,
and sailed with very great economy, are
becoming formidable competitors to us.

The enormous amount of municipal in-
debtedness throughout the States is one of
the most extraordinary features of the
times. New York owes \$161,165,299; Chi-
cago \$16,996,378, exclusive of the bonds of
the South, West and Lincoln park district
which amount to over three millions, and
also exclusive of the Cook county debt of
over three millions; Philadelphia was owing
January last, \$69,616,523; Portland,
\$6,462,800; Cleveland, \$8,086,900. Forty-
one cities of the United States owe \$385,-
969,505. It has been estimated that the
entire municipal debts of the country on
the Centennial Fourth were about nine
hundred millions of dollars.

The difference in weight and cost of
the rolling stock of the broad and narrow
gauge railroads have been calculated as
follows: A locomotive, baggage car, Pull-
man car and four passenger cars on the
Eastern road give capacity for 230 passen-
gers, weigh 138 tons and cost \$63,000; one
locomotive and six passenger cars on the
Revere Beach & Lynn road give capacity
for 272 passengers, weigh 58 tons and cost
only \$18,000. The difference in the cost of
the roads is still more marked.

The Hoosac Tunnel line is at length
completed, and the first express passenger
train by the Fitchburg Railroad passed
through the tunnel on the 17th inst., in five
hours and a half from Boston to North
Adams—the passage through the tunnel,
44 miles, being made inside of 18 minutes.
The freight business of the line has con-
stantly increased since the trains have been
run, and there are now no less than 6,000
cars belonging to the different railroad
companies composing what is known as
the Hoosac Tunnel line. The entire cost
of this enterprise is stated at \$15,123,963.

The annual report of the Massachu-
setts Labor Bureau shows the average daily
wages paid to men in the cities to be \$2,
while the average throughout the State
does not exceed \$1.33. The average ren-
tal paid is about one-fourth the average
income, although twice as high rent is paid
in Boston as in some of the rural towns.
Twenty-three per cent. of the male work-
men are house-owners, except in Boston,
where only nine per cent. own their
houses.

The fire underwriters in New York
appear to have enjoyed pretty fair luck for
the last six months. Their dividends are
fully up to July, 1875, although complaint
is made of the low rates of business. Five
year policies for 1 1/2 per cent. and three years
for 1 1/4 per cent. sound cheap even for dwell-
ing house property.

A Milwaukee man says he owes his
life to his wife, because, after the third
unsuccessful attempt at blowing his own
brains out, she dissuaded him with: "Don't
try it again, John, you haven't got any."

The floating debt of the city of Chicago
is \$6,679,990; the available tax \$369,690.
A heavy reduction of official salaries and
other measures of economy is recom-
mended.

Work on the Standish Monument at
Duxbury will be resumed this week. The
base, 30 feet across and 25 feet high, was
finished two years ago, and it is possible
the whole structure may be finished the
present season, as the stone is all on the
ground.

The new postal law has gone into ef-
fect. All papers weighing two ounces or
less can be sent through the mails for one
cent.

The schooner Susanna, Capt. Crockett,
of and from Rockland, with a cargo of
lime, for New York, on the 18th inst., off
Nantucket Shoals, was discovered to be on
fire, and the crew had time barely to es-
cape in their boats with a portion of their
loggage.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having dis-
covered that Disinfectants owe their poison-
dispelling power to a Gas known as Ozone,
has invented a process whereby the ozone
from Chloride of Lime, Carbolic Acid, etc.,
is collected and reduced to a liquid, and
may be incorporated with all medicines.
This liquid he calls Catarrh Vapor or Liquid
Ozone. It not only disinfects foul cellars,
houses, sewers, etc., but when inhaled or
taken, rapidly destroys all forms of poisons
that cause diseases, as Diphtheria, Small-
pox, Catarrh, Consumption, Dyspepsia, Neu-
ralgia, Fevers, etc.

His Liver Renovator Pills purge the sys-
tem and destroys all poisons in the blood.
His Anti-Periodic Pills remove malaria,
and are a positive cure for Neuralgia and
all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous
Diseases.

His Blood, Stomach and Liver Tonic builds
up the blood and disinfects the body.

The professor has prepared remedies for
the instant cure of every disease, and is
Dean of the Philadelphia University of Med-
icine and Surgery, which is open through-
out the year for the instruction of ladies and
gentlemen in the new system of practice.
Depot and office, 232 N. 9th street, Philadel-
phia, Pa.; Branch office, at the College, 1,347
Ridge Avenue, under the charge of Dr. C.
W. Paine. Short Hand Practice sent free on
receipt of letter stamp.

apl25-76 6m

Nine hundred American boys, between
the ages of twelve and twenty, are engaged
in amateur journalism.

Thirty-six cases of sun-stroke occur-
red in New York on the 10th inst., some
of them fatal. In Washington on Sunday
six persons died from the effects of the heat.

A South Carolina man has been keep-
ing statistics of the duels fought or ar-
ranged for in the South since the war, and
he says that three-fourths of them were
about women, and that most of the com-
batants bore the title of Major.

The Old South Church is to be pre-
served. The old edifice has been purchas-
ed by the women of Boston, who will re-
move it and erect it on another site, unless
the proprietors conclude to take less than
the fancy price asked for the land.

The signers to the pledge in Fall River
number 3,005.

Think of a New York apple woman
leaving \$5,000 for her heirs to quarrel about.

True politeness consists in making
everybody around you happy.

The estimate of the Delaware Peach
crop is 1,500,000 baskets.

The receipts of the Centennial up to
the 14th inst., were \$726,363. Retrench-
ment has been begun, and the pay of door-
keepers was reduced on the 15th.

The oil region of Pennsylvania has
dropped out of general notice, but that bus-
iness there is steadily prosecuted is shown
by the fact that 195 wells were bored in
June. The average daily yield of these
new wells was about fourteen barrels each,
and twenty-seven were completely dry.

Forty-seven million pins are made dai-
ly in the United States, but the losing ca-
pacity of the country is so much greater
that twenty-five millions daily are im-
ported.

The assessed valuation of Mattapoisett
this year is \$1,968,848, and the rate of
taxation \$6 per \$1,000. Acushnet, \$665,-
550. Number of polls, 268.

CREW LIST OF VESSELS SAILED.

Bark Stafford, Capt. Edward A. King,
sailed from this port July 17th, 1876, for
the Atlantic Ocean. The following per-
sons compose her crew:

John Reed, first mate; Horace P. Smith,
of Dartmouth, second mate; Peter John,
of New Bedford, third mate; Antonio
Rodgers, do., George Willis, Brooklyn, B. H.
Schneider, New Bedford, boatsteerers;
Francis Mortimer, do., boatsteerer and
shipkeeper; Epanio da Affoncello, do.,
cook; Joseph Sabian, do., steward; George
W. Lee, Johnston, N. I., cooper; Luis
Roderiques, New Bedford, Jose Perez, do.,
Christian Gonsalves, Manuel Gonsalves,
do., Joe Tahiti, do., John Duarte, do.,
Frank Duarte, do., Antonio Manuel Silva,
do., E. F. Dexter, do., Julius Mariasouza,
Bravo, John Gonsalves, do., and James
Cullins, New York, seamen.

Bark John & Winthrop, Capt. Edward
P. Silverley, sailed from this port July
19th, 1876, for the Pacific Ocean. The fol-
lowing persons compose her crew:

R. J. Conley, of Burlington, first mate;
William Crosby, of Troy, second mate;
George F. Purdy, of New Bedford, third
mate; Cornelius Watson, of do., fourth
mate; Joseph Mungany, do., John Bryan,
North Adams, Frank A. Jordan, Lowell,
and Silvia DeCosta, New Bedford, boat-
steerers; Frank P. Morris, do., cooper
and shipkeeper; Thomas Gill, Toronto,
steward; Frank Souza, New Bedford,
cook; John Silva, do., Christiana Joseph,
do., Gilbert Nickerson, do., Augustin
Noel, do., William H. Shaw, do., Manuel
Prudencia, do., Steve Andrews, do., Wil-
liam Jackson, do., Wilford L. Clark, Fair-
haven, Walton Native, Rorotonga, Sam
Native, do., John Bull, do., Konowuff Hof-
man, New York, James Simpson, Toron-
to, W. G. Ferguson, Falmouth, Charles W.
Fish, do., Augustus Lawrence, do., William
B. Hamblin, do., and Joseph Wilber,
Mashtoy, seamen.

Bark Desdemona, Capt. Francis W. Vin-
cent, sailed from this port July 20th, 1876,
for the Atlantic Ocean. The following
persons compose her crew:

Jeremiah Stuart, of Tisbury, first mate;
Peter Goode, of Boston, second mate; J.
Henry Shear, of New York, third mate;
Frank DeSantos, of New Bedford, fourth
mate; Charles E. Hall, Walpole, Samuel
M. Tilton, Tisbury, Peter Duart, New
Bedford, and Joe Silva, do., boatsteerers;
William Jones, Albany, cooper and ship-
keeper; David H. Millard, cook; Hippo-
lyth Remyness, New Bedford, steward;
Sabine Atlas, do., Rophino Gomes, do.,
Jack Manuel Lema, do., Luis Gomez, do.,
Jose DeLema, do., Manuel Antone, do.,
Bernard Silva, do., Aniceta Gonsalves, do.,
William Saunders, do., C. F. Johnson, do.,
Manuel Pena, do., George Fairweather,
Brooklyn, Felix Donnelly, do., George
Kidd, Hamilton, Canada, David Miller,
New York, Edward Lally, Boston, William
Cushman, do., George Holt, do., and
George Bingham, Indianapolis, Ind., sea-
men.

Two years ago the Boston Common
Council forbade the turning of water from
the roofs into the streets and over 96,000
openings into the sewers had to be made
for this additional drainage. In 1875 there
were a thousand more deaths in Boston
than in 1874, and physicians attribute the
increased mortality to the air being im-
pregnated with sewer gas.

Congress has passed the bill permit-
ting foreign exhibitors at the Centennial
Exhibition to sell and immediately deliver
their goods.

MARRIED.

In this city, 8th inst., Mr. Levi H. Butts to
Miss Louisa W. Johnson, both of Dartmouth;
17th, Mr. Lewis Everett, of North Carolina,
to Margaret E. Felice, of this city; 19th, Mr.
James L. Holmes to Miss Hattie Crocker,
both of Dartmouth; Mr. John S. Coquin to
Miss Aggie A. Greene, both of this city. How-
land to Miss R. M. T. T. both of Westport.
In Rochester, 16th inst., Mr. George W.
Stevens to Miss Hattie C. Pierce, both of
Rochester.

DIED.

In this city, 17th inst., Katie W., daughter
of Rev. A. H. and Maria N. Francis, 16;
19th, Elizabeth, infant daughter of James
and Elizabeth B. Mackey, 10 months and 11
days; 20th, Minnie Wilson, youngest daugh-
ter of Henry W. and Lucy D. Swift, 9 years
and 15 days; Mrs. Josefine Barbosa, 50; John
Nelson, 26 years and 9 months; infant son
of John and Mary Harret; John J., infant
son of Michael and Bridget

The Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING BY EHEN. P. RAYMOND, 5 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 5 cents. No paper will be discontinued until all arrears are paid, except at the option of the publisher.

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A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

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IMPORTATIONS IN 1876.

Table of Importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

	Bls.	Bls.	bone.
	sp	wh	
JANUARY.			
By Railroad, N.B.	101	101	40,885
Jos Nickerson, N.Y.	385	385	4,500
Nile, N.L.	372	372	7,500
do, on freight,	138	138	
Colon, N.Y.	81	81	
Gem,	182	182	
FEBRUARY.			
Humber, Boston,	70	70	52,885
Azor,	1,183	1,183	
City of Dallas, N.Y.	151	151	
Young America,	2,945	2,945	
Colon, N.Y.	69	69	
Hart, Gosnold, N.B.	333	333	
A. Blake, Marion,	82	82	
APRIL.			
Syren, N.B.	93	93	5,483
L.P. Simmons, N.L.	60	60	
Plying Fish,	1,806	1,806	15,000
Helen Mar, N.B.	100	100	1,500
do, on freight,	101	101	5,410
Ceylon,	1,650	1,650	
Colon, N.Y.	43	43	
Alfred Keen, Bst'n,	160	160	
Desdemona, N.B.	375	375	
do, on freight,	8	8	
G. City, Ferdinandina,	40	40	
MAY.			
Arnolds, N.B.	620	620	125
Marcella, N.B.	1,050	1,050	
Sarah,	600	600	220
C.H. Pigeon,	200	200	
Plecting,	1,300	1,300	
do, on freight,	625	625	
Carondelet, N.Y.	98	98	
Stafford, N.B.	375	375	230
JUNE.			
Gov Morton, N.B.	250	250	985
W. Wood, N.Y.	1,013	1,013	3,900
Atlantic,	400	400	
President, N.B.	60	60	
Andes, N.Y.	172	172	
Merlin, N.B.	809	809	
Crescent City, N.Y.	809	809	
Alps,	159	159	
JULY.			
Elvie Allen, N.B.	2,273	2,273	72
Mattapoisett, N.B.	200	200	
Wm & Anthony, N.B.	1,151	1,151	
Colon, N.Y.	593	593	22
Azor, Boston,	550	550	
Aspicule, N.Y.	280	280	

LIST OF WHALERS IN PORT.

NEW BEDFORD
Ship Daniel Webster.
Eliza Adams.
Hark Atlantic, Wing, Indian, August.
Boulding, Billow, Luce, Pacific, Sept.
Cape Horn Pigeon, Baker, Pacific.
Cleoro, Foster, Atlantic, September.
E. B. Phillips.
E. Corning.
Europa.
Marcella, Tripp, Indian Ocean, July.
Mattapoisett, Lawton, Atlantic, Aug.
Merlin.
Progress.
Triton, Keith, Atlantic.
FAIRHAVEN.
Schr. Ellen Rodman.
Franklin, Sprague, Atlantic, August.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

	sp.	wh.	bone.
California,	1,550	1,550	
do, on freight,	594	594	
Comodore Morris,	62	62	
do, on freight,	25	25	
Corral,	150	150	350
do, on freight,	930	930	
E. H. Adams,	105	105	
Golden City,	600	600	
Janet,	300	300	
Mary Frazier,	60	60	260
do, on freight,	700	700	310
Mercury,	160	160	
Osprey,	400	400	
Pacific,	400	400	
Selma,	400	400	
Union,	110	110	
Wave,	110	110	
WESTPORT.			
Andrew Hicks,	600	600	

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With care and attention to business and (as we trust) with the reputation of honest and fair dealings secured by a long business experience, we hope to merit and receive a fair share of public confidence and patronage.

Our stock, which we intend shall be the largest and most complete in this section, comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their Prescriptions Prepared only by Competent and Careful Persons.

And in all things it shall be our constant aim to gain the confidence and esteem of our patrons.

MR. ISAAC H. SHURTLEFFREMAIN, Jr., and will be pleased to see all his old friends and hosts of new ones at the old stand.

J. E. BLAKE & CO.,

44 North Second Street, cor. Midd

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 The New York Times will complete its twenty-fifth year of its existence, throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, The Times has always borne a very high reputation throughout the United States. It is free from all objectionable advertisements and reports, and under no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The disgraceful lures of quacks and medical pretenders, which pollute so many newspapers of the day, are not admitted into the columns of The Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous journals and has opposed those attacks on the Family as the basis of Society which are regarded as the basis of the Republic.

As a political journal, The Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of any leaders. Its attitude is that of independence within the Republican Party, for in that way can the interests of the people be most efficiently served. Party government is essential to a constitutional country and when journals profess to have "no party" it is because they have no principles. The Times is faithful to the convictions and aims upon which the Republican party is based, but it is not the mouthpiece of a clique. It was not originally established as an "organ," nor has it ever asked for or received any "favors" whatever from the party with which it has been identified. It has supported the Republican Party in the past, often at its own risk and loss, and it says so because it believed that party to be founded on sound and patriotic principles. But its support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to these principles in the important canvass which will shortly engage the attention of the people of the whole country.

Great issues are at stake, and it will need all the force of the press to sustain the right side. The Democratic Party is substantially in favor of infidelity, which is avowedly the first step toward repudiation. The Republican Party is in favor of a return to specie payments, by safe and judicious methods, and of keeping faith with the national creditor; and thus of preventing widespread ruin and irreparable national dishonor. The issue alone would lead The Times to stand firmly by the Republican Party. The Democratic Party now boasts loudly of its "Reforming" tendencies, and its "Patriotic" aims. Its Editorial Columns will be conducted in a spirit of fairness and impartiality, free alike from self-interested aims, political jobbery, or undue favor to any party.

The Sunday edition of The Times includes in addition to all the news, selected and original literary matter of the most varied and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper. Among the contributors of original stories or articles to this paper are Bret Harte, J. W. De Foe, Thomas Hardy, Dutton Cook, William Black, and negotiations are being carried out with many other distinguished authors.

TERMS TO MAIL SUBSCRIBERS:
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HOW I MADE AN ASSIGNMENT.

"Any one traveling with you, sir?"
"No sir." And I moved my bundle from the seat to the floor. A very stylishly dressed man sat down in the place thus made vacant, and busied himself in stowing away his umbrella and hat box. As he finished his task and straightened up I took a glance at his face. It was Tom Bennett! An old comrade of mine when I was a clerk at Sewall's and one whom I had not met for years. He evidently did not recognize me, but drew a paper from his pocket and began to read. I concluded that I would not make myself known just yet.

I watched him skip the political and "heavy" items, and bury himself in the seaside gossip. How the fellow had changed, to be sure. When I had known him he was salesman for Black & Company, dry goods men. He was a pretty good salesman, too. The way he could talk a woman into buying a dress pattern was wonderful. I never knew just what salary Black paid him, but it was a good one.

I was confidential clerk for Sewall and was paid pretty well for my services. Tom and I made common cause against the girls and were gay young beaux. I settled down when old Sewall died, went into business for myself, married, prospered, grew rich and careless about my clothes. Tom went into business for himself with some men who had capital, and did a tremendous business for a while. Then some reports were in circulation that were damaging to their credit, and I lost all track of him. Yet to look at Tom, as he sat beside me, one would suppose him to be a railroad president, or a member of Congress.

After he had devoured his paper, or at least that much of it that he was interested in, I prepared to draw him out.

"I have the Commercial Bulletin here," said I, "perhaps you would like to look at it."

"Thanks, no, sir. I am not interested in commercial matters."

I was highly amused at his tone as he said this, and concluded to lead him on.

"I fancied you might be a business man, sir," I said. "Perhaps you are bound for the Springs?"

"Yes, sir; I am going to Saratoga. Are you going there, sir?"

"Yes, but I am afraid I am not going to enjoy my visit there. I am not used to crowds, and I have been so busy all my life till now, that I do not know how to get pleasure out of idleness."

"Where is your place of business?"
"In New York."

"What line?"
"Importing cutlery."

"Ah! On Chamber's street?"
"Yes."

"Do you know Sewall & Company?"
"Quite well."

"The 'Company' is an old friend of mine; know him?"

"You mean Brown? Oh, yes; know him as well as I know myself."

"Ah, indeed; I am glad I met you." This he said in a very lordly way. "Jim and I were very good friends when we were younger than we are now, but I lost sight of him for some years, though I understood the house was doing well."

"My name," said I, drawing out a card, "is Brown, too; and I handed him a bit of pasteboard."

He looked at it, then at me, and was slow in recognizing me. We had a hearty hand-shake when he finally recalled me, and he appeared somewhat chagrined at not having known me from the first.

"You knew me, you rascal," said he. "Now what did you mean by trying to pump me in this manner?"

"What did you mean," I rejoined, "by saying you were not interested in business?"

"Because I am not. I am off for pleasure, and out of business, be hanged to it!"

"Not married yet, eh, Tom?"
"Married! I should say not. But keep your eye on me, Jim. I am going to find a rich widow at Saratoga this summer, or else my name is not Tom Bennett."

"But how are you getting on in the world, Tom? Tell me something of yourself."

"Well, Jim I have prospered, and then again I have not prospered. You see, I was a good salesman and am to-day. I can discount any man in selling dry goods. I left Black and went into business with Merritt, in Philadelphia. There was a good opening there, and we stepped in and filled it. Trade was good from the very first day, and our profits counted up big when the end of the year came around. The next year we increased our trade and our profits, and kept on doing this until I was worth a clean hundred thousand. A fellow who has that much money is either a smart man or a fool. I don't mind admitting to you, Jim, that I was a fool; a regular ass. Somebody found out that I was what I was, and I was solicited to take some stock in an insurance company, and promised that I should be made president. I bit at once. I subscribed for ten thousand dollars' worth of stock, was elected president, and had to pay ten

thousand dollars more to get out of the scrape. The thing was a swindle. I went into oil, and lost. I bought gold, and gold went down as if it was lead. I had a gay time, and money went fast and free. To cut it short, at the end of the year I was not worth a red, and Merritt forced me out of the firm. He's gone on; stuck to his dry goods, and is worth a million."

"But you went into something?" I asked.

"Oh, yes. I didn't propose to cry over bad luck. I went to work on a salary again; and pretty soon found another opening. I started a lace store with old Huges, of Bull & Huges, for partner. The old man was a trump and if he hadn't died, we'd have made a pile of money. The administrators would not leave his capital in the store, and I had to see the business closed up at a sacrifice of every dollar I had in it."

"If I was a man to be discouraged I would have been pretty blue, but I didn't feel very bad. I went to work on a salary again, and in a while I found another capitalist, and we opened a millinery store. Jim, you ought to see me sell bonnets! Ye gods! How I can do up the business. I may not know much else, but I do know how to sell goods to a woman. We used to get up a very pretty bonnet at a cost of three dollars, and one that would sell readily for thirty. That was our per cent."

"Multiply the cost by ten and get as much more as you can," was my rule to the clerks. How the bonnets did go! I worked hard and made money fast. I never stopped until my share of the business was worth six figures, and then I began to take it easy. I am not sorry; I had a good time; and received my money's worth. But it went like greased lightning. I ran for Congress, got whipped, and lost my money."

"I suppose some men would have been discouraged but I don't know how that disease begins. I kept on until another opening turned up, and then I started a savings bank. You look as if you didn't believe it! It's a fact, my boy! I rented a nice room, furnished it elegantly, advertised liberally, and offered seven per cent interest."

"The bait took. People brought me their money, and I credited them with the amount. The first month I was in the business I took in some twenty odd thousand dollars on deposit. I went on the street with this money, invested it in stocks, figured close and sharp, and made money. Good luck came pouring in. I had no trouble in making ten and twelve per cent profit on the money left with me, and my credit was A. 1."

"If I had let steamboats alone, I would have been all right. But my evil genius pushed me into a steamboat line. I bought a controlling interest in the Black Anchor line, and managed things to suit my own ideas. But the deuce was in steamboat stock. It went down to nothing; there was no business; no dividends; nothing but boats and men who had to be paid so much a week. Ruin stared me in the face again and I made up my mind I would try a game of bluff with the public. I drew one hundred thousand dollars out of the bank and sent it to England, to be placed to my credit. Then I bought a cheap house and two or three lots, and prepared to make an assignment."

"The thing was done up ship-shape. A crowd of depositors gathered around the bank and I had to call the police to protect me. The papers said I had been very honorable in turning over everything to my creditors, and the excitement died away in a day or two. The assignee was a long-headed fellow, and he closed up the business in good shape, and I was once more afloat, though not quite so poor as people gave me credit with being. I sent a lawyer around to buy up my old accounts and get me clear, and he did this; getting the claims for a song. Then I advertised in the papers that I had received a legacy from the old country and would pay up all the old accounts. Of course I became a hero. Such a thing as that was not an every-day occurrence. Having all the claims in my pocket, of course no one presented any, and I was on the topmost wave, rich and respected. All that is necessary for me now is to marry. I am going to find a rich widow at Saratoga. She must be rich, because I can't go into business again, and I haven't quite enough money to live as I want to live. She must be a widow, because widows have the nonsense taken out of them. I am going to succeed, too; never doubt it. And then I am yours to command."

When I drew a long breath at the end of the story. What sublime cheek and luck the fellow had! I hardly knew what to say to him. He was the same Tom as of old, but there was a hardness around the lines of his mouth that seemed to say that he had been taken in so often by others that he was now ready to take in whomsoever he could.

We chatted a while longer and then fell into a silence from which I was roused only by hearing the conductor call out: "Saratoga passengers change cars."

I had been asleep. Tom was gone. I looked for him through the next train but could not find him. Neither could I find

my watch nor wallet. I began to wonder if Tom was not in chase of the thief.

Arriving at the Springs, there was still no trace of him. I telegraphed for one of my clerks to come and see me. I gave him an outline of Tom's history, as I had known it, and of the story he had told me, and directed him to go to Philadelphia and see what he could learn about him. A few days afterwards I received a telegram; it was short, but easy to comprehend;

"TO JAMES BROWN, Saratoga Springs: Bennett formerly in business here; failed, cheated his partner, is now gambler, pick-pocket and confidence man. Is wanted by the police on fifteen charges."

"TIMOTHY BARNES."

There was one part of the story true—the assignment part; for he assigned my money and watch to himself. I have never seen him since.

THE TRUTHFUL PILOT—Something hitherto unheard of in Natural History.—The passenger, who was going down the big river for the first time in his life, secured permission to climb up beside the pilot, a grayback who never told a lie in his life.

"Many alligators in this river?" inquired the stranger, after looking around.

"Not so many now, since they got to shootin' 'em for their hides and taller," was the reply.

"Used to be lots, eh?"
"I don't want to tell you about 'em, stranger," replied the pilot, sighing heavily.

"Why?"
"'Cause you'd think I was a-lyin' to you and that's sumthin' I never do. I can cheat at keards, drink whiskey, or chew tobacco, but I can't lie."

"Then there used to be lots of 'em?" inquired the passenger.

"I'm most afraid to tell ye, Mister, but I've counted 'leven hundred alligators to the mile from Vicksburg clear down to Orleans! That was years ago, afore a shot was fired at 'em."

"Well, I don't doubt it," replied the stranger.

"And I've counted 3,450 of 'em on one sand bar!" continued the pilot. "It looks big to tell, but a government surveyor was aboard, and he checked 'em off as I called out."

"I haven't the least doubt of it," said the passenger, as he heaved a sigh.

"I'm glad of that, stranger. Some fellers would think I was a liar, when I'm telling the solemn truth. This used to be a paradise for alligators, and they were so thick that the wheels of the boat killed an average of forty-nine to the mile."

"Is that so?"
"True a gospel, Mister. I used to almost feel sorry for the cussed brutes, 'cause they'd cry out e'en most like a human being. We killed lots of 'em, as I said, and we hurt a pile more. I sailed with one captain who allus carried a thousand bottles of liniment to throw over to the wounded ones."

"He did?"
"True as you live, he did. I don't spect I'll ever see another such a kind, Christian man. And the alligators got to know the Nancy Jane, and to know Captain Tom, and they'd swim out and rub their tails agin the boat and purr like cats an' look up and try to smile!"

"They would?"
"Solemn truth, stranger. And once when we grounded on a bar with an opposition boat right behind, the alligators gathered around, got under her stern, and humped her clean over the bar by a grand push! It looks like a big story, but I never told a lie yet, and I never shall. I wouldn't lie for all the money you could put aboard this boat."

There was a painful pause, and after a while the pilot continued:

"Our injins gin out once, and a crowd of alligators took a tow-line and hauled us forty-five miles up stream to Vicksburg!"

"They did?"
"And when the news got along the river or that Captain Tom was dead, every alligator in the river daubed his left ear with mud as a badge of mournin', and lots of 'em pined away and died!"

The passenger left the pilot-house with the remark that he didn't doubt the statement; and the old man gave the wheel a turn, and replied:

"That's one thing I won't do for love nor money, and that's make a liar of myself. I was brung up by a good mother, and I'm going to stick to the truth if this boat doesn't make a cent."

A CONDITION PRECEDENT.—In Augusta, Maine, no provision was made last Winter for feeding and lodging. A vagabond went into a police station and wanted to sleep there.

"We only lodge prisoners," said the sergeant behind the desk.

"You only lodge prisoners," repeated the vagabond meditatively.

"That's all," was the reply; "you have got to steal something, or assault somebody, or something of that kind."

"I've got to assault somebody, or something of that kind," again repeated the vagabond, thoughtfully. Then he reached across the desk with his right arm, and knocked the sergeant off his stool,

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



SI THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.
Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

J. & W. R. WING & CO.

Have removed to their new Brick Building.

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
Men's White and Fancy Shirts, Underclothes and Drawers
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF

WHALEMEN'S INFITTING AND OUTFITTING GOODS.

PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING,
WILLIAM R. WING, HIRSH W. WENTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to the sea in ship," and will endeavor to give satisfaction in all business transaction, and shall keep constantly on hand a full assortment of

READY MADE CLOTHING
—AND—
FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade

The business hereafter will be conducted under the style of DOANE & CO.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-

ment.

SIMEON DOANE. J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 15 South Street, New Bedford, Mass.,

—DEALER IN—

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
Custom and Ready Made
CLOTHING
GENTS' FURNISHING GOODS
Fine and Fancy Shirts, Drawers,
Shirts and Drawers, Hats,
Caps, and TRAVELING COLLARS,
and
Cape, &c., &c.



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,

A cordial invitation is extended to my SEA-FARING FRIENDS to call and exam-

ine before purchasing elsewhere.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-

ment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-

antee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING

GOODS. A cordial invitation is extended to you; call and examine, all of which will be

sold at low prices.

EDWARD T. TABER, JOSEPH E. READ, DARIUS P. GARDNER

WHALEMEN ATTENTION!

Bomb Guns and Lances.



THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,

—ALSO—

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-

amined them, to be SUPERIOR to all other kinds, and are recommended

in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and

Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well

under water as above, as water has no effect upon either Gun or Lance.

For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

ap476

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO FELEQ SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle

man's, Furnishings of every description, also a complete assortment of Cloths, Cassimeres

and ready made clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality, to all of which our seafaring friends and the public are invited to inspect

garments of all kinds made to order in the best style, and warranted to set at short notice

being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,



NO. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before

purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-

tomers buy the goods

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.

SUCCESSORS TO

NOBLE TOWNER.

The undersigned beg to give notice to own

agents and masters of whaling vessels, that

they have succeeded in getting the tonnage dues

removed from whaling vessels visiting this port

or the purpose of shipping their oil. They are

now allowed to ship whatever quantity of oil

they may desire on payment of twenty-four cents

per barrel of 31½ gallons, in lieu of the tonnage

dues of fifty-four cents per ton, which was formerly

imposed.

The expenses attendant on shipment of oil at

this port are as follows:

A Package duty of twenty-four cents per barrel

Harbor dues, \$3; Secretary's fee, \$3; and

a Harbor Police fee, as follows, viz.—Vessels not

exceeding 100 tons, \$2; not exceeding 200 tons,

\$2.50; not exceeding 300 tons, \$3; exceeding

300 tons and upwards, \$4. This fee, however, is

not incurred unless the vessel remains over 24

hours.

They still continue as hitherto, to supply Stores

and negotiate Drafts on the same favorable terms

as well as receive and ship home oil at the rate of

One Dollar and Twenty cents per barrel, (de-

liverable at New York or Boston free of all other

charges except insurance, which will be effected

on the most favorable terms when required.

Masters of whaling vessels when coming into

the harbor are particularly cautioned against ac-

cepting the services of any person offering them-

selves as Pilots, as there are none licensed by the

Government, and none needed, there being no

obstructions whatever in the Bay.

On coming to anchor masters are also in-

formed that the middle part of Carville Bay, be-

ing from Notherly to Southerly direction, between

Needham's Point Bay, and Pelican Reef, (on the

latter of which a large wooden Lazaretto is

erected), is of great depth, varying from 20 to 80

fathoms, and by running well past the Buoy to

the seaward of the shipping in the lower part of

the Bay, they will find good bottom at from 6 to

8 fathoms.

There is now direct communication with the

place by mail, which leaves New York about the

23d of every month, and arrives here on the 6th

of the following month. All letters forwarded to

our care will be safely received, and delivered as

addressed. Masters of vessels calling off the

Harbor and not wishing to anchor, may obtain

their letters by coming on shore in a boat, after

having been first boarded by the Health Officer

and will only incur the expense of that Officer

—

New Bedford papers always on file for trans-

mission.

W. P. LEACOCK & CO.

ap22/76

RUSSELL, BAY OF ISLANDS, N. Z.

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

Offers every facility and dispatch to

ship masters visiting this port in pro-

curring supplies.

Prompt attention paid to all orders, and

every description of articles required con-

stantly on hand.

Liberal advances made on consignments.

Storage offered, and drafts taken at current

rates.

Charges on goods addressed to our care

advanced, and added to Bill of Lading.

Particular attention paid to chartering of

vessels, Insurance effected, &c., &c.

ap20/76

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds

arrived at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will

be delivered as addressed.

sep10/77

H. B. McKAY,

SHIPPING & COMMISSION MERCHANT

IMPORTER OF AMERICAN PRODUCE,

SANTA CRUZ, TENERIFFE,

CANARY ISLANDS.

Solicits consignments of vessels, also

of cargoes for transhipment to the United

States.

M. B. The attention of Merchants and

Captains engaged in the whaling business

is called to this port as being favorable for

refitting their ships and forwarding Oil to

the United States. It being a good harbor,

a free port, and freightage procurable at low

rates. A vessel will be dispatched for New

York in December or January of each year.

REFERENCE.—Messrs. Yates & Porterfield,

115 Wall Street, New York, to whom apply

for further information.

Jan19/76

Boston, Clinton, Fitchburg &
New Bedford R. R.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday June 26th, 1876
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway

at 7.30, and 9.45 A. M., 12.10 and 3.40 P. M.

Return, 8, and 11.10 A. M., 2, 4.35 and 5.30

P. M.

Via Old Colony Railroad, 8 A. M. Return,

9.30 P. M.

Providence, at 7.30, and 9.15 A. M., 1.15, 3.40

and 5.20 P. M. Return, 8, and 10.50 A. M.,

1.55, 4.40, and 7.20 P. M.

Taunton, at 8.30, 7.30, 8, and 9.15 A. M., 12.10,

3.40, and 5.20 P. M. Return, 8.32, and 9. A.

M., 12.10, 3.40, 5.20, and 7.20 P. M.

Dean street station, 4.20 P. M.

Myricks, at 5.30 7.30, 8, and 9.15 A. M., 12.10,

3.40 and 5.20 P. M. Return, 6.45, and 9.20,

A. M., 12.25, 3.30, 4.40, 6, and 7.05 P. M.

Howland's, at 5.30 A. M., and 3.40 P. M. Return,

9.25 A. M., and 6.30 P. M.

East Freetown, at 5.30 A. M., 12.10 and 3.40

P. M. Return, 9.30 A. M., and 6.15 P. M.

Brady's, at 5.30, and 5, A. M., 12.10 and 3.40

P. M. Return 9.35 A. M., and 6.20 P. M.

Acushnet, at 5.30, 8, and 9.15 A. M. 12.10 and

3.40 P. M. Return, 9.45 A. M., 6.25 and 7.30

P. M.

Worcester via Fairfield and South Fra-

mington, at 5.30 A. M., 12.10 and 3.40 P. M.

Lowell, at 5.30 A. M., 12.10 and 3.40 P. M.

Fitchburg, at 5.30, and 9.15 A. M., 12.10 and

3.40 P. M.

Fall River, at 7.30, and 8, A. M., 12.10 4.40 and

5.20 P. M. Return, 8, and 11.15, A. M., 8.15

VESSELS NAME.	MASTERS.	AGENT'S NAME	DATE OF SAILING	WHERE BOUND.	LATEST REPORT.
NEW BEDFORD.					
N. A. Tucker, bark.	129 Baker.	Joseph & William R. Wing.	November 26, 74	Atlantic Ocean.	June 29, 76, sailed from Bermuda.
Abm R. Tucker, bark.	130 Thacher.	Joseph & William R. Wing.	October 26, 75	Pacific Ocean.	April 28, 76, at sea, no lat &c.
Abm R. Tucker, bark.	131 Fisher.	Jonathan Bourne.	May 4, 76	Atlantic Ocean.	May 31, 76, at sea, lat 40 N, lon 43 W.
Abm R. Tucker, bark.	132 Russell.	Ivory H. Bartlett & Sons.	April 29, 75	Atlantic Ocean.	June 14, 76, sailed from Barbadoes.
Abm R. Tucker, bark.	133 Hickmott.	Ivory H. Bartlett & Sons.	March 27, 75	North Pacific Ocean.	April 19, 76, sailed from Honolulu.
Abm R. Tucker, bark.	134 Snell.	Jonathan Bourne.	August 9, 75	Atlantic Ocean.	May 20, 76, sailed from St Helena.
Abm R. Tucker, bark.	135 Sinclair.	John T. Richardson.	May 23, 76	Hudson's Bay.	June 12, 76, at sea, no lat &c.
Abm R. Tucker, bark.	136 Fisher.	Jonathan Bourne.	June 1, 76	Pacific Ocean.	Arrived June 8, 76, 400 sperm.
Abm R. Tucker, bark.	137 Howland.	Joseph & William R. Wing.	July 6, 76	Atlantic Ocean.	Arrived December 5, 75, 100 sperm 300 whale.
Abm R. Tucker, bark.	138 Arnold.	John P. Knowles, 2d.	July 16, 76	Indian Ocean.	June 11, 76, at sea, no lat &c.
Abm R. Tucker, bark.	139 Bourne.	John P. Knowles, 2d.	July 16, 76	Indian Ocean.	May 31, 76, at Bay of Islands.
Abm R. Tucker, bark.	140 Robinson.	Charles R. Tucker & Co.	May 23, 76	Atlantic Ocean.	Arrived May 2, 72, 85 sperm 300 whale.
Abm R. Tucker, bark.	141 Bounding Willow, bark.	Taber, Gordon & Co.	November 3, 75	Indian Ocean.	May 19, 76, at Mahe.
Abm R. Tucker, bark.	142 Caliao, bark.	Swift & Allen.	December 6, 75	North Pacific Ocean.	April 5, 76, at Honolulu.
Abm R. Tucker, bark.	143 Callia, bark.	Charles R. Tucker & Co.	August 7, 74	New Zealand.	May 16, 76, sailed from Bay of Islands.
Abm R. Tucker, bark.	144 Callia, bark.	Charles R. Tucker & Co.	December 8, 74	Indian Ocean.	April 1, 76, sailed from Freemantle.
Abm R. Tucker, bark.	145 Canton, bark.	John T. Richardson.	April 29, 75	Atlantic Ocean.	June 11, 76, at sea, no lat &c.
Abm R. Tucker, bark.	146 Catalpa, bark.	Joseph & William R. Wing.	April 23, 75	Atlantic Ocean.	June 18, 76, sailed from Fayal.
Abm R. Tucker, bark.	147 Chas. W. Morgan, bark.	John P. Knowles, 2d.	In port.	Atlantic Ocean.	Arrived December 5, 75, 100 sperm 300 whale.
Abm R. Tucker, bark.	148 Cleora, bark.	Swift & Allen.	May 23, 76	North Pacific Ocean.	June 11, 76, at sea, no lat &c.
Abm R. Tucker, bark.	149 Cleora, bark.	Swift & Allen.	July 29, 75	Atlantic Ocean.	March 15, 76, sailed from Honolulu.
Abm R. Tucker, bark.	150 Com. Morris, bark.	Swift & Perry.	August 4, 74	Pacific Ocean.	May 31, 76, at Bay of Islands.
Abm R. Tucker, bark.	151 Cornelius Howland.	Taber, Gordon & Co.	December 4, 74	Pacific Ocean.	Arrived May 2, 72, 85 sperm 300 whale.
Abm R. Tucker, bark.	152 Coral, bark.	Taber, Gordon & Co.	December 4, 74	Pacific Ocean.	May 19, 76, at Mahe.
Abm R. Tucker, bark.	153 Daniel Webster.	William O. Brownell.	In port.	Atlantic Ocean.	Arrived May 2, 72, 85 sperm 300 whale.
Abm R. Tucker, bark.	154 Desdemona, bark.	George & Matthew Howland.	July 1, 76	Atlantic Ocean.	May 19, 76, sailed from Bay of Islands.
Abm R. Tucker, bark.	155 Draco, bark.	Swift & Perry.	July 1, 76	Atlantic Ocean.	Arrived September 4, 75, 470 sperm.
Abm R. Tucker, bark.	156 E. Corning.	Jonathan Bourne.	May 28, 74	Pacific Ocean.	May 13, 76, off Norfolk Island.
Abm R. Tucker, bark.	157 Eliza, bark.	Taber, Gordon & Co.	In port.	Pacific Ocean.	Arrived July 26, 75, 140 sperm 90 whale.
Abm R. Tucker, bark.	158 Emma C. Jones.	William Watkins.	June 1, 76	Pacific Ocean.	March 6, 76, at Tunt ex.
Abm R. Tucker, bark.	159 E. H. Adams, brig.	Swift & Perry.	October 1, 74	Atlantic Ocean.	July 11, 76, at sea, lat 33 05, lon 74 50.
Abm R. Tucker, bark.	160 Europa, bark.	Thomas Knowles & Co.	In port.	Pacific Ocean.	Arrived April 7, 76, 1,600 whale.
Abm R. Tucker, bark.	161 Falcon, bark.	William Lewis.	October 26, 75	Pacific Ocean.	May 21, 76, at sea, no lat &c.
Abm R. Tucker, bark.	162 Falmouth, bark.	Swift & Allen.	In port.	Indian Ocean.	May 21, 76, at sea, no lat &c.
Abm R. Tucker, bark.	163 Galleon, bark.	Swift & Allen.	June 29, 75	Indian Ocean.	May 21, 76, at sea, no lat &c.
Abm R. Tucker, bark.	164 General Scott, bark.	Robinson.	July 7, 75	Indian Ocean.	April 4, 76, on French Rock.
Abm R. Tucker, bark.	165 George & Susan, bark.	Jonathan Bourne.	May 4, 76	Atlantic Ocean.	April 12, 76, at St. Jago.
Abm R. Tucker, bark.	166 Greyhound, bark.	George & Matthew Howland.	September 17, 74	Atlantic Ocean.	April 19, 76, sailed from St Helena.
Abm R. Tucker, bark.	167 Halley, bark.	Henry Clay.	December 9, 75	Atlantic Ocean.	July 19, 76, at sea, lat 31 59, lon 74 30, 300 bbls.
Abm R. Tucker, bark.	168 Helena, bark.	Abott P. Smith.	November 30, 75	Indian Ocean.	June 10, 76, at Mahe.
Abm R. Tucker, bark.	169 Hercules, bark.	William Lewis.	October 29, 74	Atlantic Ocean.	May 20, 76, at Barbadoes.
Abm R. Tucker, bark.	170 Hope on, bark.	Swift & Allen.	July 1, 76	North Pacific Ocean.	June 21, 76, at sea, no lat &c.
Abm R. Tucker, bark.	171 Hunter, bark.	Swift & Perry.	October 19, 75	Indian Ocean.	March 12, 76, at St. Jago.
Abm R. Tucker, bark.	172 Illinois, bark.	Jonathan Bourne.	November 24, 75	Pacific Ocean.	April 1, 76, off French Rock.
Abm R. Tucker, bark.	173 James Allen, bark.	Ivory H. Bartlett & Sons.	September 20, 75	Pacific Ocean.	May 1, 76, at sea, no lat &c.
Abm R. Tucker, bark.	174 James Arnold.	Ivory H. Bartlett & Sons.	January 9, 72	North Pacific Ocean.	Lost April 18, 76, at sea, no lat &c.
Abm R. Tucker, bark.	175 Janet, bark.	Gideon Allen & Son.	March 3, 76	North Pacific Ocean.	March 15, 76, sailed from Honolulu.
Abm R. Tucker, bark.	176 Java, bark.	William Lewis.	April 1, 76	Atlantic Ocean.	May 17, 76, sailed from Bay of Islands.
Abm R. Tucker, bark.	177 J. A. 2d, bark.	Swift & Perry.	July 20, 75	Atlantic Ocean.	June 17, 76, sailed from Barbadoes.
Abm R. Tucker, bark.	178 John Barker, bark.	George & Matthew Howland.	October 3, 75	North Pacific Ocean.	June 5, 76, sailed from Fayal.
Abm R. Tucker, bark.	179 John Dawson, bark.	Jonathan Bourne.	October 2, 72	North Pacific Ocean.	April 5, 76, sailed from San Francisco.
Abm R. Tucker, bark.	180 John Howland, bark.	Jonathan Bourne.	June 1, 76	Pacific Ocean.	September 2, 75, sailed from Honolulu.
Abm R. Tucker, bark.	181 John P. West, bark.	Thomas Knowles & Co.	June 1, 76	Pacific Ocean.	April 21, 76, at sea, no lat &c.
Abm R. Tucker, bark.	182 John & Winthrop, bark.	Joseph & William R. Wing.	November 25, 75	Indian Ocean.	May 22, 76, touched at Johanna.
Abm R. Tucker, bark.	183 Josephine.	William O. Brownell.	June 1, 76	Pacific Ocean.	June 2, 76, at Panama.
Abm R. Tucker, bark.	184 Kathleen, bark.	Simon J. West.	May 4, 76	Pacific Ocean.	April 24, 76, at Talcabano.
Abm R. Tucker, bark.	185 Laetitia, bark.	Swift & Perry.	August 24, 75	North Pacific Ocean.	May 21, 76, at sea, no lat &c.
Abm R. Tucker, bark.	186 Laetitia, bark.	Joseph & William R. Wing.	July 19, 75	Indian Ocean.	March 23, 76, sailed from St Helena.
Abm R. Tucker, bark.	187 Laetitia, bark.	Joseph & William R. Wing.	October 11, 75	Indian Ocean.	June 1, 76, at sea, no lat &c.
Abm R. Tucker, bark.	188 Laetitia, bark.	William Lewis.	May 21, 75	Pacific Ocean.	May 17, 76, sailed from Bay of Islands.
Abm R. Tucker, bark.	189 Laetitia, bark.	Jonathan Bourne.	June 15, 75	Atlantic Ocean.	May 11, 76, sailed from Barbadoes.
Abm R. Tucker, bark.	190 Laetitia, bark.	William Lewis.	July 7, 75	Atlantic Ocean.	May 7, 76, at sea, no lat &c.
Abm R. Tucker, bark.	191 Laetitia, bark.	Swift & Allen.	July 11, 75	Atlantic Ocean.	May 7, 76, at sea, no lat &c.
Abm R. Tucker, bark.	192 Laetitia, bark.	Bayles & Cannon.	June 18, 74	Pacific Ocean.	July 8, 76, touched at Bermuda.
Abm R. Tucker, bark.	193 Marcella, bark.	Charles R. Tucker & Co.	In port.	Pacific Ocean.	Arrived May 2, 72, 1,050 sperm.
Abm R. Tucker, bark.	194 Marcella, bark.	Ivory H. Bartlett & Sons.	March 19, 76	Pacific Ocean.	May 1, 76, at sea, no lat &c.
Abm R. Tucker, bark.	195 Mary, bark.	Taber, Gordon & Co.	November 7, 71	Pacific Ocean.	May 1, 76, at sea, no lat &c.
Abm R. Tucker, bark.	196 Mary & Susan, bark.	Thomas Knowles & Co.	August 11, 74	Pacific Ocean.	May 2, 76, sailed from Bay of Islands.
Abm R. Tucker, bark.	197 Matapoisett, bark.	Abott P. Smith.	In port.	Pacific Ocean.	April 25, 76, sailed from Talcabano.
Abm R. Tucker, bark.	198 Mercury, bark.	William Watkins.	July 13, 75	Indian Ocean.	Arrived July 8, 76, 200 sperm 200 whale.
Abm R. Tucker, bark.	199 Merlin, bark.	Jonathan Bourne.	May 1, 76	Pacific Ocean.	Arrived June 19, 76, 950 sperm.
Abm R. Tucker, bark.	200 Milton, bark.	Jonathan Bourne.	October 26, 75	Atlantic Ocean.	June 20, 76, at sea, no lat &c.
Abm R. Tucker, bark.	201 Minnesota, bark.	Taber, Gordon & Co.	October 8, 75	Pacific Ocean.	June 3, 76, at Bay of Islands.
Abm R. Tucker, bark.	202 Morning Star, bark.	William Lewis.	July 11, 75	Indian Ocean.	June 20, 76, at sea, no lat &c.
Abm R. Tucker, bark.	203 Mr. Wollaston, bark.	Jonathan Bourne.	November 13, 75	North Pacific Ocean.	March 28, 76, sailed from Honolulu.
Abm R. Tucker, bark.	204 Napoleon, bark.	Jonathan Bourne.	July 13, 74	Atlantic Ocean.	May 1, 76, at sea, no lat &c.
Abm R. Tucker, bark.	205 Nautilus, bark.	Gideon Allen & Son.	August 25, 74	Pacific Ocean.	May 1, 76, at sea, no lat &c.
Abm R. Tucker, bark.	206 Niger, bark.	Taber, Gordon & Co.	October 1, 75	North Pacific Ocean.	May 1, 76, at sea, no lat &c.
Abm R. Tucker, bark.	207 Northern Light, bark.	John P. Knowles, 2d.	October 9, 75	North Pacific Ocean.	May 12, 76, sailed from Honolulu.
Abm R. Tucker, bark.	208 Ocean, bark.	Jonathan Bourne.	October 10, 71	Pacific Ocean.	April 6, 76, sailed from Honolulu.
Abm R. Tucker, bark.	209 Ohio, bark.	Ivory H. Bartlett & Sons.	July 21, 74	Atlantic Ocean.	April 24, 76, sailed from St Helena.
Abm R. Tucker, bark.	210 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 21, 76, at sea, no lat &c.
Abm R. Tucker, bark.	211 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	May 23, 76, sailed from Fayal.
Abm R. Tucker, bark.	212 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	No date, at sea, no lat &c., 3 whales.
Abm R. Tucker, bark.	213 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	February 19, 76, sailed from Talcabano.
Abm R. Tucker, bark.	214 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	July 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	215 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	216 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	217 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	218 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	219 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	220 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	221 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	222 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	223 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	224 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	225 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	226 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	227 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	228 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	229 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	230 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	231 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	232 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	233 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	234 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	235 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	236 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	237 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	238 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	239 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	240 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	241 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	242 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	243 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	244 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	245 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	246 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	247 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	248 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	249 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	250 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	251 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	252 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	253 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	254 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	255 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	256 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	257 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	258 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	259 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	260 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	261 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	262 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	263 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	264 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	265 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	266 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	267 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	268 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	269 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	270 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	271 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	272 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	273 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	274 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	275 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	276 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	277 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	278 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	279 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	280 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	281 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	282 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	283 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	284 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	285 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	286 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.
Abm R. Tucker, bark.	287 Ohio, bark.	Jonathan Bourne.	July 21, 74	Atlantic Ocean.	June 5, 76, sailed from Bermuda.

The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, AUGUST 1, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending July 31, 1876.

	Bls.	Sp.	Lbs.
New Bedford.	1,140	300	500
Ship Eliza Adams,	1,140	300	500
do. on freight,	1,140	300	500
Bark E. B. Phillips,	1,140	300	500
Total.	2,320	300	1,400
Previously,	11,400	26,500	68,750
From Jan. 1, to date,	19,816	26,800	70,215
Same time last year,	18,905	26,800	194,100

Exports for the week ending July 31, 1876:

	sp.	wh.	bone.
Previously,	1,532	8,629	194,816
From Jan. 1 to date,	13,322	8,629	194,816
Same time last year,	7,963	4,373	194,816

NEW BEDFORD OIL MARKET.

For the week ending July 31.

SPERM.—Continues very quiet, a sale of 115 bbls. at \$1.35 per gallon for manufacture, being the only transaction since our last.

WHALE.—Is very dull, the only sale being 50 bbls. Northern, for manufacture, on private terms.

WHALEBONE.—A sale was made of 2,500 lb Arctic, at \$2.05 per lb for export.

IMPORTATIONS.

Per ship Eliza Adams, at this port, 26th ult., from Bay of Islands:—790 bbls. sperm oil, 200 do. whale oil and 1,340 lb whalebone, from bark Tamerlane, to Thomas Knowles & Co., New Bedford.

LETTERS.

A letter from Capt. Crapo, of schooner Co-hannet, of Fairhaven, reports her at sea July 16th, having taken 48 bbls. sperm oil, all well. Reports spoke July 14th, schooner William Wilson, Braley, Marion, clean, all well.

A letter from Capt. Wilson, of bark Linda Stewart, of this port, reports her at sea, on lat. 40. 50 N., with 550 bbls. sperm oil all told. Would be at Johanna Island last of July.

A letter from Capt. Downs, of bark Petrel, of this port, reports her at Mahe, June 19th, with 550 bbls. sperm and 200 do. whale oil all told. Reports heard from two weeks previous, bark Letitia, Church, New Bedford, with 330 bbls. sperm oil. A seaman named Manuel Coelho fell from the foretopmast yard, two days previous to arrival, and was killed. The Petrel would be at Cape Town in January and home in June next.

A letter from Capt. Allen, of bark Grayhound, of this port, reports her at Mahe, June 16th, with 235 bbls. sperm oil all told—6 months out.

A letter from Capt. Howland, of bark Plutina, of this port, reports her at Mahe, June 19th, with 200 bbls. sperm oil. The cooper, Hermann Dickow, a native of Germany, died May 30th, having been injured a few days previous by a cask of oil rolling on him. Reports at Mahe, bark Callao, Craw, New Bedford, with 100 bbls. oil.

LOSS OF BARK ILLINOIS OF THIS PORT.

A dispatch received by Messrs. I. H. Bartlett & Sons, from Capt. D. R. Fraser, director San Francisco, July 27th, announces the loss of his vessel on the 13th of April last, by collision with ship Marengo, of this port. The Marengo only lost jib-boom and head. The Illinois was 400 tons, and sailed from this port January 9th, 1873, and was refitted at San Francisco last winter, and sailed from that port March 1st, 1875. She was valued, with outfit, at \$36,000, and there is insurance to the amount of \$36,000 in out of town offices. She had probably no oil on board, but had sent home since sailing from this port, 8,575 bbls. whale oil, and a proportionate amount of whalebone. Jacob Winchell, of Boston, one of the crew of the Illinois, was drowned, the vessel sinking instantly after the collision. The balance of the crew were distributed among the whaling fleet.

Capt. Fraser reports that bark Onward-Lapham, New Bedford, had taken 3 whales this season; ship Josephine, Long, do. 1 whale; Desmond, of Honolulu, 1 do., and that the rest of the fleet were clean.

Schooner Franklin, recently purchased of New London parties, by Capt. William Lewis, of this city, is to be fitted for the Atlantic Ocean, and will sail the last of August under command of Capt. David B. Sprague, late first officer of bark Perry, of Edgartown.

Bark Kate Williams, from Flores and Fayal arrived at Boston on the 26th ult., reports saw on the 12th of July, in lat. 43 50, lon. 48 30, a large iceberg more than 100 feet above water. Mr. W. R. Rodgers, of this city, came passenger.

The President of the Passale, N. J., Water Works, John Ryle, Esq., has offered the Works for sale to the city of Paterson. The price asked for them is \$1,500,000.

It is now claimed that Charley Ross was concealed in Boston several months, that he went there in a sailing vessel by a partner of Mosher and Douglass, and that he and the woman who has him in charge have never left the State, but are concealed within fifty miles of Boston. It is said, further, that the right trail is believed to have been struck at last, and that the mystery will be cleared up in a short time.

Secretary Robeson has been permitted to defend his official conduct before the Glover Investigating Committee, which has abandoned the effort to impeach him.

The present term of the Bristol County Supreme Court is the longest that has been held for many years. It began on the 13th of June, and has been held continuously since, except a short recess on the week of the Fourth. Much time has been taken up with suits for land damages against the Fall River Railroad Company. The criminal docket has also been full.

The firm of Bowles Brothers of Paris has been released from bankruptcy. They will soon resume business and pay their debts in full.

A decisive fight with the Sioux Indians is expected to take place about the middle of August.

Judge Edwards Pierpont, the new American Minister at the Court of St. James, made a speech at London on the occasion of the Fourth of July celebration, in the course of which he touched upon the business depression. After allusion to its cause he remarked as follows:—If you will look at it you will discover that my country was never so rich in its productions, never so numerous in its population, never with such general public health as now, never such materials for wealth and prosperity. The reason of its present depression comes solely alone from that lack of confidence that is owing altogether to too great expansion and too great excitement, which are necessarily succeeded by reaction and depression. Now, men of capital are unwilling to embark in any lengthened enterprise; no one feeling quite certain of the future is willing to awaken and revive our drooping energies and our drooping business. But mark what I say to you here to-day, that before many months shall have passed, and this pending election is over—whatever way it goes—you will discover that the public will submit to it, not only submit to it in fact, but submit to the will of the people absolutely and cordially, and will again re-commence their activities and new prosperities, which will be for the benefit of these two countries, now so closely united.

In the United States District Court, Boston, on the 24th ult., Judge Lowell heard two petitions in behalf, respectively, of the owners of the brig Mary Celeste and the bark Sylvia W. Swasey. The Mary Celeste was seized by the Government July 9th, 1873, and a libel was at once filed against her as forfeited, upon the ground, as was alleged, that in December, 1868, Richard W. Haines, the then owner, fraudulently obtained for her a register to which she was not entitled. The vessel afterward passed to purchasers, part of whom were admitted to be innocent, as it was contended all were. The question of law for the consideration of the Court was whether such a forfeiture could operate against innocent purchasers, which was decided in favor of the United States. An appeal was taken, but was afterward vacated, and the owners have now filed their petition praying that the forfeiture may be remitted and mitigated.

The case of the Sylvia W. Swasey involved the same question of law. This vessel was formerly the bark Glenwood, and was falsely represented as claimed by the District Attorney to have been built in a foreign country and wrecked in American waters, whereby a register was fraudulently obtained for her under her present name. This case was decided against the vessel on the principles laid down in the opinion of the Court in that of the Mary Celeste. The prayer of the petition was the same in both cases. The petitions were heard and arguments made. Hillard, Hyde & Dickinson and John C. Dodge for the respective owners.

The Chicago city government have not yet obtained the \$1,000,000 needed to defray the current expenses. Cook county, in which the city is situated, meanwhile has obtained a loan of \$100,000 at 8 per cent., said to be advanced by an Eastern capitalist. The hesitation about taking the loan must be mortifying to the pride of the citizens, especially as Chicago represents the greater portion of the tax-paying community of Cook county.

Three prisoners escaped from the Massachusetts State Prison on the 26th ult., evidently by means of a concerted plan. They were Richard H. Rogers, a noted housebreaker, who was convicted in this city, December 22d, 1870, for eleven years; Albert DeLaskie, sentenced at Lawrence, October 17th, 1874, for eight years, for breaking and entering; and James Armstrong, sentenced at Plymouth, December 23d, 1871, for twenty years, for killing his wife in Bridgewater. DeLaskie and Armstrong have been captured and rearrested.

A fishing schooner off Cape Elizabeth, Me., took in her seine at one haul the other day, 900 barrels of mackerel. She could only hold 300 barrels, and had to give the other 600 away.

The Centennial Exhibition managers confidently expect to be able to pay a dividend at the close of the big show. The total receipts at the gates have exceeded \$800,000.

The panic in San Francisco about the breaking down of the banana stocks has given deep concern to a large portion of that population. The California and Consolidated Virginia especially have severely depreciated in the market, and \$30 per share for California is all that bankers are now willing to advance, while three months ago they readily advanced \$50 per share when the stock was valued at upwards of \$80.

The sailing master of the yacht Mohawk, recently capsized and sunk off Staten Island, has been exonerated of criminal negligence in connection with that disaster.

Four inches of snow fell on the 26th ult., just after sunrise at Mt. Washington, N. H. At the Winslow House, Mt. Kearsage, on the 22d ult., the thermometer stood at 55° all day. Wood fires and blanket shawls were in order.

Stanley, the African explorer, is making good progress. He has had narrow escapes of all kinds, including one massacre. It is believed he has finally discovered the source of the Nile.

RAIN STORIES.—The heavy rain on the 23d ult., after so long a drouth reminds a correspondent of the Providence Journal of a similar drouth in 1836, which was followed by a terrific rain storm. It was estimated that from fifteen to twenty-five inches of rain fell during the storm, and Mr. Zenas L. Hammond a very reliable and respectable citizen of Newport says that an empty flour barrel standing in his yard was so filled by the rain that it ran over. Everything started like magic after the rain, and a good second crop of grass was secured in September or later.

The rain in Fall River on the 23d ult., was 2.65 inches, and the News eliphers out the following in regard to it:

"Now let us see how much rain fell upon an acre of thirty last yesterday. There are 43,560 square feet in an acre. One square foot covers 144 square inches, and this multiplied by 2.65 gives 381.5 solid inches of rain upon each square foot. An acre will receive 16,622.400 solid inches, or 9,619 cubic feet. As each cubic foot is supposed to weigh 62 1/2 pounds, we find the weight of water fallen to have been 590,187 pounds or over 785 net tons, a pretty comfortable load for mother earth to carry, but she laughed at the job."

The New England papers are full of accounts of the freaks of lightning. The following will do as a specimen. It is about a house in Norwich: The lightning split the chimney, following it down to the kitchen on the ground floor, where G. F. Brooks was sitting at breakfast. It entered the room near the stove pipe, leaving a hole half an inch in diameter, burning a hole through a boiler and a porcelain kettle, and knocking Mr. Brooks from his chair at the table. It passed through the floor of the room leaving a large hole, and came up into a closet into which Mrs. Brooks had just gone. It came up directly beneath her, burning her feet and knees very painfully. Mr. Brooks was burned on one foot, and a leather slipper on the other was completely torn in two. The floor was split up, the stove destroyed, and the zinc beneath it melted. The lightning also passed through the chimney into the room on the floor above, leaving a hole through the wall, but doing little damage.

The family of the late William C. Ralston are settled in a comfortable country home in Belmont Valley, California, near the villa which was Ralston's former home. The Westfield doctors have for several days had a case upon their hands that puzzles them exceedingly. Mrs. Nellie Noble, wife of Charles Noble, a short time ago swallowed a cherry stone, and it lodged in such a manner that all efforts to remove it have thus far been futile. She is falling fast, and but little hope is entertained that her life can be saved.

The Fall River Bleachery is rushed with work. Its capacity is twelve tons or 3,000 pieces of print cloths per day, though it requires ten days to finish a batch when begun. The machinery is so perfect that very little work has to be done by hand.

Albert Servier, for ten years County Treasurer of Washington county, Wisconsin, is a defaulter for \$60,000, and has decamped.

Hon. Charles R. Bishop and Hon. Lady Bishop of Honolulu, Hawaiian Islands, are at the Revere House, Boston, having returned from a year's tour in Europe. Mr. Bishop is of the firm of Bishop & Co., bankers, of Honolulu, and was Minister of Finance under King William. Lady Bishop is a Princess and was offered the throne of the Islands by King Kamehameha 4th, upon his death bed, but declined.

Another large auction sale of dry goods took place in New York on the 24th ult., and some of the most prominent dealers in the country were purchasers. Although the prices realized were ten per cent. higher than those obtained at last week's sale, the goods sold at fifteen per cent. under the present market value.

The Woonsocket Patriot says the Blackstone Valley—extending from Worcester to Providence—has more idle spinners and looms than ever before in its history. At least fifteen thousand cotton and woolen operatives are out of employ.

And yet none are now suffering for bread.

The President has pardoned from the State Prison Daniel Hayden, who was sentenced a little over a year ago for embezzlement of letters from the Post Office in Hartford.

The Garibaldi Guard of San Francisco, who have been in the habit of sending an annual gift of \$100 to General Garibaldi, have received a letter from him thanking them for their latest remembrance, but saying that as he has accepted the Italian national gift he begs them to discontinue their annuity.

There would have been a wedding in Wallingford recently had not the lady changed her mind at the last moment. The guests consoled themselves with the wedding supper.

John L. Streit, a well-known liquor dealer of St. Albans, has failed for \$125,000. Mr. Streit has a large liquor establishment in New York city, and has for some years past supplied small dealers throughout Vermont and New York.

General F. D. Sewall having resigned his position as Supervisor of Internal Revenue for New England in order to assume the duties of Chief of Revenue Agents, vice Yarran, resigned, Revenue Agent, J. H. Manly of Augusta, Me., has been placed in charge of the New England Supervisory District by the Commissioner of Internal Revenue.

The meetings of the New Bedford Reform Club are still very largely attended, and there seems to be no lack of interest. Rev. A. A. Ellsworth spoke of the condition of temperance work in Iowa, and the Rev. Joseph B. Seabury of Lowell gave an account of the stringent manner in which the Mayor of that city is executing the license law.

A new railroad station is to be erected in Wareham.

AMERICAN COTTONS ABROAD.—The introduction of American cottons in countries where they are now comparatively unknown, with a view to enlarge our export trade, is a project about to be undertaken by leading cotton manufacturers. This plan is in effect to extend the Philadelphia exhibition to this class of textile fabrics by means of samples sent out to all parts of the civilized world. It is to be carried out through the agency and co-operation of the commissioners from foreign countries now in Philadelphia, who have manifested a great interest in this branch of American industry, and expressed a desire to bring its products to the notice of their respective constituents. A circular has been issued to each of these foreign commissioners, containing the offer of from one to five of these collections, and requesting in return samples of cotton goods in common use among the people of their respective countries, with prices and descriptions attached, their origin, duty paid on importations, if any, and other information tending to promote commerce. Responses have already been received from a large portion of the commissioners, heartily endorsing this plan, and tendering their services in carrying it out.

MINING FOR GOLD IN DOUBLE EAGLES.—It is stated that officials in the United States Sub-Treasury in New York have just discovered that some ingenious rascals are digging for gold in the hearts of double eagle coins. A hole is bored through the piece from one milled edge to the other without disturbing the face of the coin, and from this hole diverging ones are run in several directions, gold to the value of about four dollars being taken from each piece operated on. The holes are then plugged with metallic wire of sufficient specific gravity to bring the piece within the legal limit of least current weight. Thus far a coin of 1875 and one of 1876 have been found debased in this manner.

W. S. L. Jewett, son of the celebrated portrait painter, William Jewett, and himself an artist in another line, shot himself dead on the 22d ult., in Jersey city. He has for years been employed by the Harpers for their Weekly, and has of late years abandoned himself to dissipation, squandering a fortune in a few years, and growing more reckless since the death of his aged parents last year; so that his wife (who was a Miss Bliss of Massachusetts) had begun proceeding for a separation with alimony. In this juncture, and losing the love of his three daughters, whose ages are between 11 and 17, he grew melancholy and desperate, and made no attempt to quit drinking and reform his life.

In New York in 1874 Lewis Phillips died leaving his widow \$100,000 for her lifetime, after which, as there were no children, it was to go to four Hebrew charitable societies. After her death the nephews tried to break the Will, as there is a statute in New York forbidding the giving away by Will, by a person having a husband, wife, parent or child living at the time, of more than one-half of his property to charitable institutions. The court, however, decided that the statute did not apply to nephews.

Providence has a bright young girl of 18 years, whose fondness for masculine attire and adventure has made her life thus far a notable one. She has been to sea several voyages, and is as familiar with the ropes and rigging as any old salt. She has also driven a coal cart in Providence. She calls herself Susan Holmes, but her real name is not known. She was lately arrested for being disorderly. The Journal thus describes her: "She is of medium height and rather fleshy. Her dark hair is cut short and parted on one side, and her features, without being especially coarse, bear a great resemblance to those of a boy of her own age, a resemblance heightened by a short and thick neck. Her eyes are frank and merry, and there is a look and bearing about her, not of vice or degradation, but of free and easy self-confidence, pluck and energy, like any uneducated sailor boy. All her nature and instincts are those of a boy."

The Rev. Philip Berry of Belchertown is soon to publish a romance in missionary life, giving the life of a young man named Randall, from this State, a native of New York, who was taken from a party of young men while travelling from Danvers to Jerusalem and forced to marry the daughter of the Bedouin sheik. Young Randall could not escape from the Arabs, as his tent was guarded by night and his person watched by day, so he concluded to submit, as his wife was attractive. He acquired the Arabic language, and his wife the English; their children learned both, and the result is that Randall has been a powerful man among the Arabic tribes, and his wife has so good a command of English that she writes letters to her husband's friends in this country.

A Brooklyn girl having been visited for some months by an exceedingly bashful gentleman brought on the wished for climax by the following ruse: He made an afternoon call and after a few minutes waiting she rushed into the parlor equipped for the street and said hastily: "I am in a great hurry—have an engagement with a lady friend, and if you came for the purpose of proposing marriage you will have to be quick about it." Wedding early in the Fall.

A little girl of 18 months at Billerica swallowed a clapboard nail, which passed through the body in six days. That the nail did not penetrate the intestines is considered by the medical fraternity a marvel and the incident unparalleled.

Charles E. Chase of Providence, who was killed by lightning at Oak Bluffs on the 23d ult., had recently insured his life for \$1,000.

Meerschaum shavings and dust are used, when compressed, for making inferior or imitation tobacco pipes; forty-one thousand hundred-weight of this waste are annually consumed in Vienna in the production of pipes, cigar-holders etc., and the limit has been carried to such perfection that connoisseurs sometimes find it difficult to distinguish these articles from similar ones of the genuine substance. Of the meerschaum itself twelve thousand cases, each weighing fifty or sixty pounds, and worth \$175 a case, are used in Vienna alone. In working up the shavings and dust into material about sixty women are employed in Vienna, in sorting, sifting, washing, and cleaning the refuse, and rubbing it through silken sieves.

A lady recently applied to Postmaster-General Jewell for a clerkship who is the daughter of a member of the Cabinet under a former Administration, a gentleman of large means who lived in great state in Washington, and subsequently was Minister to one of the most important courts of Europe, where also he maintained an expensive establishment, as his great wealth justified him in doing. That was a score of years ago. The war so greatly reduced his fortune that his children are now compelled to labor for their own support.

The signal station at Newport, R. I., is to be discontinued for lack of funds.

The rate of taxation in Falmouth this year is \$8.60 on \$1,000. In Rochester and Hingham, \$12 on \$1,000.

The President, it is alleged, will refuse to sign the River and Harbor bill, on the ground that the season is so far advanced it would be useless to commence the proposed improvements this season.

A single track of 130 miles has been used for 30 years on the Hartford, Providence and Fishkill railroad.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Small-pox, Catarrh, Consumption, Dyspepsia, Neuritis, Fevers, etc.

His Liver Renovator Pills purge the system and destroys all poisons in the blood.

His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 8th street, Philadelphia, Pa.; Branch office, at the College, 1,347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

ap12-76 6m

CREW LIST OF VESSELS SAILED.

Bark President, Capt. Thomas F. Pease, sailed from this port July 26th, 1876, for the Atlantic Ocean. The following persons compose her crew:

William R. Williams, first mate; Antone J. King, of Western Islands, second mate; Manuel Francis, of do., third mate; William Doyle, New York, cooper; Antone Silva, Western Islands, James Bell, Navigator, Islands, James C. Topham, New Bedford, and Robert Andrews, boatsteerer; Cecil A. Barnes, Cape Verde Islands, steward; Antone Dasilva, do., cook; W. Henry Copley, shipkeeper; Charles Rarotonga, Rarotonga, Sandy Rarotonga, do., Jim Rarotonga, do., George Dobson, West Indies, Thomas Crawford, do., Thomas D. Eickler, St. Helena, Lewis Joakin, Cape Verde Islands, Charles Japan, Japan, Joseph Silva, Western Islands, Joseph Francis, do., Frank Vera, do., Colin D. K. McLean, Prince Edwards Islands, George Opekela, Sandwich Islands, Joseph H. Talbot, Dighton, Joakin Santos, Bravo, Isaac C. Russell, Wareham, James McNulty, Springfield, and Lewis Welcom, residence unknown, seamen.

MARRIED.

In Fairhaven, 25th ult., Mr. Edward C. Taber, of Acushnet, to Miss Mary E. Waldron, of Fairhaven.

In Westport, 22d ult., Capt. Frederick F. Tripp to Miss Lillie M. Perry, both of Acushnet.

In East Saginaw, Mich., 25th ult., Mr. Joseph B. Peck, of this city, to Miss Edie R. Foster, of East Saginaw.

DIED.

In this city, 24th ult., Mary Sylvia, 25; 25th, Nicholas, infant son of Ann and the late Nicholas Peters, 7 months; Louise A., youngest daughter of Charles H. L. and Lizzie B. Weeden, 6 months and 12 days; 27th, Nellie Day, daughter of Julius S. and Sarah A. Eaton; Lizzie, daughter of Charles and Katie Frey, 9 months; Lydia, wife of Stephen S. Soule, 78; Joseph, infant son of Gideon and Justine Sanger, 5 months; John, infant son of Ephraim and Eliza Mayer, 8 months and 5 days; Patrick, infant son of Dennis and Mary McGoff, 10 months and 28 days.

In Fairhaven, 23d ult., John Hires, 93.

In Westport Point, 28th ult., Kate, widow of the late Andrew J. Capen, 51 years and 2 months.

In Nantucket, 15th ult., William W. Coffin, 65 years and 10 months; 22d, Sarah G., eldest daughter of Thomas W. and Sarah M. Barand, 16 years and 14 days; 25th, Loretta, widow of the late Frederick F. Swain, 80 years and 7 months.

In Shaw's Flats, Cal., 14th ult., Mrs. Amarrita Peirce, formerly of this city, 65 years and 2 months.

In San Francisco, 21st ult., William C., only son of Bethuel and Sarah H. Penman, of this city, 17 years and 3 months.

FOR THE AZORES.

THE A1 clipper BARK MODEST A will run as a regular packet between Boston and the Azores Islands, leaving Boston on the 15th inst.

For freight or passage apply to Capt. WILLIAM LEWIS, No. 4 Taber's Wharf, New Bedford.

MEDINA BROTHERS, 39 Lewis Wharf, Boston. MANUEL J. SEQUEIRA, 39 W. I. I. or SILVA, CABRAL & CO., St. Michaels, W. I. ap11-76

COMMONWEALTH OF MASSACHUSETTS.

CITY OF NEW BEDFORD.

To Henry C. Hathaway, Luther M. Dayton, John Corey, Henry W. Bumpus, William J. Norton, Jr., Patrick Cannavan, Edward W. Waite, William E. Macomber and Lemuel D. Adams, Constables of the City of New Bedford.

In the name of the Commonwealth of Massachusetts, you are hereby required to proceed forthwith to issue and cause to be killed all dogs within the said City not duly licensed and collared according to the provisions of the act of the year eighteen hundred and sixty-seven, entitled "An act concerning dogs, and for the protection of sheep and other domestic animals," and you are further required to make and enter complaint against the owner or keeper of any such dog.

Hereof fail not and make due return of this warrant with your doings thereon, stating the number of dogs killed and the names of the owners or keepers thereof, and whether or all unlicensed dogs in said City have been killed, and the names of persons against whom complaints have been made under the provisions of said act, and whether or all the persons who have failed to comply with the provisions of said act, on or before the first day of October next.

Given under my hand and seal, at New Bedford, aforesaid, the 7th day of July, in the year eighteen hundred and seventy-six.

ABRAHAM H. HOWLAND, Jr., Mayor.

A true copy, attested.

JENNY C. HATHAWAY, City Marshal, 3911 and Constable of New Bedford.

THE WEED SEWING MACHINE CO. OUT-RIVAL.

All other companies in the production of SEWING MACHINES.

THEIR Family Favorite, for household use is renowned for its Great Simplicity, Ease of Running, and Wide Range of Work.

It does not cost more than ten per cent, as much to keep them in repair for ten years, as for any other machine in the market.

THE GENERAL FAVORITE Nos. 2 and 3, are destined to supplant all others for manufacturing purposes. They are constructed with top and wheel feed, and Cannot be Equaled for Speed and Endurance.

The upper and under thread of the No. 3 are drawn on the same as the Howe, and its thorough construction, and great speed, economical running, renders it the most desirable on the market.

Agents for every town. Special inducements for cash. Please call or address

WEED SEWING MACHINE CO., JAMES H. FOWLER, Manager, 18 Avon Street, Boston.

N. P. EDDY, Agent, New Bedford, 391176 Mass.

MARTHA'S VINEYARD.

WOODS HOLE, FALMOUTH HEIGHTS NANTUCKET.

The steamers MARTHA'S VINEYARD, Capt. Benjamin C. Crowell, and MONITOR, Capt. Charles C. Smith, will run as follows:

On and after July 17th, 1876, leave New Bedford for Vineyard Highlands and Oak Bluffs at 8 A. M., being hour of arrival of New York City and Boston, and 6:32 A. M. from Nantucket; 10 A. M., being hour of train leaving Boston at 8 A. M.; Providence 8 A. M.; Newport 7:20 A. M.; Fall River 9:05 A. M.; Taunton 9:05 A. M.; 1 P. M., being hour of arrival of trains leaving Boston at 11:40 A. M.;

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.
Remember the Place, 108 & 112 Union Street, New Bedford, Mass

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF

WHALEMEN'S INFITTING AND OUTFITTING GOODS,

PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING,

JOHN WING,

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones. Who go down to the sea in ship, and will endeavor to give satisfaction in all business transaction, and shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—

FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade

The business hereafter will be conducted under the style of DOANE & CO.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.,

—DEALER IN—

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Constantly kept on hand, and



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,

A cordial invitation is extended to my SEA-FARING FRIENDS to call and examine before purchasing elsewhere.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you; call and examine, all of which will be sold at low prices.

EDWARD T. TABER,

JOSEPH B. REED,

DARIUS F. GARDNER

WHALEMEN ATTENTION!

Bomb Guns and Lances.

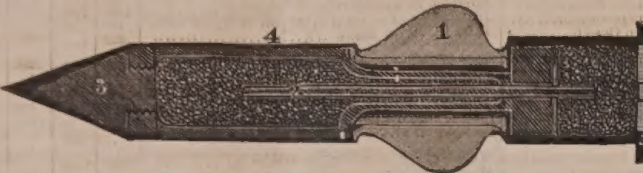


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH-LOADING BOMB GUNS,

— ALSO —

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and examined them, to be SUPERIOR to all other kinds, and are recommended in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well under water as above, as water has no effect upon either Gun or Lance. For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PEELE SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,

NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentlemen's Furnishings of every description, also a complete assortment of Cloths, Cassimeres, &c., and ready made clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality, to all of which our seafaring friends and the public are invited to inspect. Our terms are as follows: Goods ordered by the piece, and warranted to be at short notice being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN.

FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,



No. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city customers buy the goods

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.,

SUCCESSORS TO

NOBLE TOWNER.

The undersigned beg to give notice to owners, agents and masters of whaling vessels, that they have succeeded in getting the tonnage duty removed from whaling vessels visiting this port for the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31½ gallons, in lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed.

The expenses attendant on shipment of oil at this port are as follows:

A Package duty of twenty-four cents per barrel. Harbor dues, \$3; Secretary's fee, \$3; and a Harbor Police fee, as follows, viz:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4. This fee, however, is not incurred unless the vessel remains over 24 hours.

They still continue as hitherto, to supply Stores and negotiate Drafts on the same favorable terms as well as receive and ship home oil at the rate of One Dollar and Twenty Cents per barrel, (deliverable New York or Boston free of all other charges except insurance, which will be effected on the most favorable terms when required.

Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any person offering themselves as Pilots, as there are none licensed by the Government, and none needed, there being no obstructions whatever in the Bay.

On coming to anchor masters are also informed that the middle part of Carliele Bay, from Netherly to a Southerly direction, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazzaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well past the Buoy to the seaward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.

There is now direct communication with the place by mail, which leaves New York about the 22d of every month, and arrives here on the 5th of the following month. All letters forwarded to our care will be safely received, and delivered as addressed. Masters of vessels calling on the Harbor and not wishing to anchor may obtain their letters by coming on shore in a boat, after having been first boarded by the Health Officer, and will only incur the expense of that officers fee—\$1.

New Bedford papers always on file for inspection.

W. P. LEACOCK & CO.

no 273/4

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND

CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to ship masters visiting this port in procuring supplies.

Prompt attention paid to all orders, and every description of articles required constantly on hand.

Liberal advances made on consignments. Storage offered, and drafts taken at current rates.

Charges on goods addressed to our care advanced, and added to Bill of Lading.

Particular attention paid to chartering of vessels; Insurance effected, &c., &c.

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds

arrived at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will be delivered as addressed.

sept 10/76

tt

H. B. McKAY,

SHIPPING & COMMISSION MERCHANT

IMPORTER OF AMERICAN PRODUCE,

SANTA CRUZ, TENERIFFE,

CANARY ISLANDS.

SOLICITS consignments of vessels, also of cargoes for transshipment to the United States.

N. B. The attention of Merchants and Captains engaged in the whaling business is called to this port as being favorable for refitting their ships and forwarding Oil to the United States. It being a good harbor, a free port, and freightage procurable at low rates. A vessel will be dispatched for New York in December or January of each year.

REFERENCE.—Messrs. Yates & Porterfield, 115 Wall Street, New York, to whom apply for further information.

jan 19/76

17

Boston, Clinton, Fitchburg & New Bedford R. R.



Boston Taunton, Providence, and Martha's Vineyard.

On and after Monday June 26th, 1876 trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway

at 7.30, and 9.15 A. M., 12.10 and 3.40 P. M.

Return, 8, and 11.10 A. M., 2, 4.35 and 5.50 P. M.

Via Old Colony Railroad, 8 A. M. Return, 3.30 P. M.

Providence, at 7.30, and 9.15 A. M., 12.15, 3.40 and 5.30 P. M. Return, 8, and 10.50 A. M., 1.55, 4.40, and 7.20 P. M.

Taunton, at 5.30, 7.30, 8, and 9.15 A. M., 12.10, 3.40, and 5.30 P. M. Return, 8.30, and 9, A. M., 12.10, 3.15, 6.45, 6.50, and 9.20 P. M.

Dean street station, at 4.20 P. M.

Myricks, at 5.30 7.30, 8, and 9.15 A. M., 12.10, 3.40 and 5.30 P. M. Return, 8.45, and 9.20, A. M., 12.25, 3.30, 4.40, 6, and 7.05 P. M.

Howland's, at 5.30, A. M., and 3.40 P. M. Return, 9.20 A. M., and 6.30 P. M.

East Freetown, at 5.30 A. M., 12.10 and 3.40 P. M. Return, 9.30 A. M., and 6.15 P. M.

Brail's, at 5.30, and 8, A. M., 12.10 and 3.40 P. M. Return 9.35 A. M., and 6.20 P. M.

Aquashnet, at 5.30, 8, and 9.15 A. M., 12.10 and 3.40 P. M. Return, 9.45 A. M., 6.25 and 7.30 P. M.

Worcester via Mansfield and South Framingham, at 5.30 A. M., 12.10 and 3.40 P. M.

Lowell, at 5.30 A. M., 12.10 and 3.40 P. M.

Fitchburg, at 5.30, and 9.15 A. M., 12.10 and 3.40 P. M.

Fall River, at 7.30, and 8, A. M., 12.10, 3.40 and 5.20 P. M. Return, 8, and 11.15 A. M., 3.15 and 4.17 P. M.

Newport, at 7.30, and 9.15 A. M., and 3.40 P. M. Return at 7.20 and 10.40 A. M., 2.20, and 3.45 P. M.

New York, via Fall River and Stonington, at 5.30 P. M. Return, at 5 P. M.

New York via Shore Line, at 7.30, and 9.15 A. M., and 5.20 P. M. Sundays 8.45 P. M. Return, 8 A. M., and 1.10 P. M. Sundays, 10 P. M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.05, and 11.10 A. M., and 4.30 P. M. Return, at 8, and 11.10 A. M., 2, 4.35, and 5.30 P. M.

Providence, at 5.25, 8.10, 10, and 11.15 A. M., 1.40, 4.35 and 6 P. M. Return, 8, 9.15, and 10.50 A. M., 1.55, 4.40, 6.20, and 7.20 P. M.

Passengers for way stations between Mansfield and Boston, in the morning will take the 5.30 A. M. train from New Bedford, and the 12 A. M. train from Taunton.

*On arrival of Shore Line from New York.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at 7.45 A. M., and 2.30 P. M.

Mattapoisett, at 7.45 A. M., 2.30 and 4.40 P. M.

Marion, at 7.45 A. M., 2.30 and 4.40 P. M.

Tremont, at 7.45 A. M., and 2, 4.40 and 4.50 P. M.

Cape Cod, at 7.45 A. M., and 4.40 P. M.

Nantucket, at 7.45 A. M.

Plymouth, at 2.30 P. M.

LEAVE BOSTON, via Old Colony Railway, at 8 A. M., and 4 P. M.

LEAVE SANDWICH at 7.50 A. M., 2.43 P. M.

LEAVE HYANNIS, at 7.45 A. M., and 1.52 P. M.

LEAVE TREMONT, at 9.50 A. M., 3.42 and 5.52 P. M.

LEAVE MARION, at 10.02 A. M., 3.57 and 5.52 P. M.

LEAVE MATTAPoisETT, at 10.14 A. M., 4.12 and 6 P. M.

Passengers from Way Stations on Old Colony Railway will take the 3.35 P. M. train from Boston.

WARREN LADD, Asst. Sup't.

je 26, 1876.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a partnership for the purpose of carrying on the Express business under the name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office No. 142 Union street, daily, (Sundays excepted) for Boston, Providence, Taunton and way stations at 6.45, 8.15, 10, 11.15 A. M., and 3.45, 5.15, 6.45, 8.15, 9.45, 11.15 P. M.

Afternoon Express, from office 3.10 and Depot at 3.40 P. M.

This Express so long and favorably known to the public, now offers superior facilities to all persons wishing to transact business in the principal cities and towns in the United States and Canada.

Specie, Bank Notes, and other valuables, safely transported, and N. B. Drafts, Bills, Coupons, &c., promptly collected. Goods of all descriptions forwarded with despatch.

This Express connects with steamer Monmouth for Wood's Hole, (Fallmouth), Vineyard Haven and Edgartown, (Martha's Vineyard).

H. & Co. have the exclusive agency for the sale of Tickets via New York and Erie, New York Central and Pennsylvania Central Railroads, and the connection to all points South and West. Tickets for sale and information freely given at our office.

OFFICES:—In Boston, 34 Court Square, and No. 9 Milk street, opposite the Old South Church.

Providence, 34 Dorance street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union street.

A. D. HATCH,

ROD. C. HATCH,

CALVIN RAYMOND, JR.

New Bedford, May 20, 1876.

DAVENPORT, MASON & Co.'s

NEW YORK EXPRESS.

Daily, via Fall River, Providence and Stonington, connecting with ALL THE EXPRESS COMPANIES in New York, North, South and West, California and Sandwich Islands, having competent Messengers who accompany each Express, our customers may rely upon orders being promptly answered and all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Passage Tickets to and from Europe for sale at this office.

CALIFORNIA TICKETS, by steamers leaving New York on the 5th and 21st of each month furnished as usual, and all information in regard to the route given without charge.

DAVENPORT, MASON & Co

New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

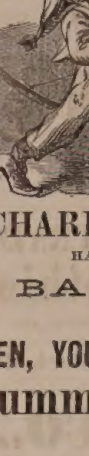
Leaves New Bedford and New York daily

AUGUST 8, 1876.

[illegible]

SP.	WH	BR.	WH
320		220	
150	.80	150	.80
190			
130	1650		
225			
10		40	
380		380	
100		100	
230		170	
2500		200	1550
475	.10	475	
250		40	
375			1000
2850		870	
690	1250		
630	1320	180	350
.85			
150		100	
335		40	
300		135	
50		50	
470	.90	80	
260			.60
100			
1160	.450		
225		225	
570	.20	280	.20
177		170	
100		100	
270	.90	270	.90
	5575		
150	5100		
1200		400	
720		100	
415		3200	
130		5050	
200		200	
250	.80	190	.80
190		1500	
540		15	1000
190			
220			
320		320	
350	.250	920	250
170		1100	
900		500	
330	.180		
		50	
.80	.75	250	.75
1200		250	.60
800			
1800	.500	600	500
190		.75	
2300	.200	1400	200
830		360	
250		1975	
300		100	
1030		1160	
170	.550		320
430		170	
140	3450		.50
665			
645			
1160	4350		
110	.75		.75
520		160	
300		400	
330			
110	.200	625	200
75		.65	
200		220	
		200	
410			
	1000		
185			
235		.45	
130		130	
380		.60	
.80			.60
450			
425	.25	300	.25
750		200	
160	4100		
.85		.85	
175		175	
1100	300		
.30		.30	
1200		.45	
.60			
660		.110	
470		.70	
.75	425		425
.40		40	
720	220	.20	
1700		600	
.80			
330		.40	
500	.70		
210		310	
.55		.55	
.20		.20	
.68	.8	.85	
400		.38	
165		165	
140		140	
		140	
160	.125	160	.125
.10		.10	
.85	2.0	.85	200
1630	.25	250	.25
250			
150		50	
190		150	
220		.80	
20		.30	
	.225		400
	890		
	1450		
	135		135
	300		

CALL AND SEE
—THE—
GREAT REDUCTION
THAT



CHARLES FISHER
HAS MADE ON THE
BALANCE
OF HIS
MEN, YOUTHS, AND BOYS
Summer
Clothing
64 PURCHASE STREET,
New Bedford, Mass
[OPPOSITE CITY CLOCK.]

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AND
COMMISSION MERCHANT,
No. 313 Davis Street,
SAN FRANCISCO,
California.
P. O. Box 382.
REFERENCES:
George & Matthew Howland, } N. Bedford
Ivory H. Bartlett & Sons, }
William W. Crapo, Esq., }
Charles Brewer & Co., Boston.
Owen & Clark, Providence.
E. A. Mauriac, 4th Nat. Bank, New York.
mch29'75 tf

H. A. POLHAMUS **H. A. POLHAMUS, JR.**
H. A. POLHAMUS & SON,
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, &C.,
OFFICE, 140 FRONT STREET
NEW YORK.
ESTABLISHED 1841.
may7'72

SOUTHWARD POTTER, 2D.
ACCOUNTANT,
No. 104 Union Street, (Up Stairs).
NEW BEDFORD, MASS.
Mr. Potter attends particularly to the settlement of Whaling Voyages, and making up Disbursement Accounts. Any account entrusted to him, will be faithfully attended to. tf ept22'74

CHARLES R. SHERMAN,
DEALER IN
NAUTICAL, MATHEMATICAL, and
OPTICAL INSTRUMENTS,
Charts, Mathematical Books, Patent
Logs, Stationery, &c.,
No. 49 North Water Street,
NEW BEDFORD.
SEXTANTS, QUADRANTS, SPY-GLASS COMPASSES, &c., repaired in a workmanlike manner, and on reasonable terms.
All orders are thankfully received and promptly executed.
oct20'74 17

\$5 to \$20 per day at home. Sample Merchandise, \$1 free STINSON & Co., Portland, Maine. ly mch7'76

THE TAUNTON COPPER CO
OFFER FOR SALE
Yellow Metal and Copper Sheathing,
BOLTS, SPIKES, NAILS, &C
Old Metal taken in exchange for new.
John P. Knowles, 2d, Agent.
Corner Commercial and Front Streets
NEW BEDFORD, MASS.
apr3-72

I. H. BARTLETT & SONS,
(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles, &
ON COMMISSION.
NEW BEDFORD, MASS.
IVORY H. BARTLETT
GEO. F. BARTLETT.

J. C. MERRILL & Co.,
SHIPPING AND COMMISSION MERCHANTS
204 & 206 California Street,
SAN FRANCISCO, CAL.
Particular attention paid to the sale of Merchandise, purchase and shipment of California and Oregon Produce, chartering of vessels, effecting Insurance, &c.
Liberal advances made on consignments.
REFERENCES TO:—
William J. Rotch,
Leander A. Plummer,
James D. Thompson,
William H. Matthews,
Weston Howland,
George Barney,
Edward Merrill,
S. Griffiths Morgan.

sep28'69. 1

OFFICE OF THE

Atlantic Mutual INSURANCE COMPANY.

NEW YORK, January 24th, 1876.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its Affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875, . . . \$5,840,021.88

Premiums on Policies not marked off 1st January, 1875, 2,465,372.87

Total amount of Marine Premiums . . . \$8,295,394.75

No Policies have been issued upon Life Risks; nor upon Fire connected with Marine Risks.

Premiums marked off from 1st January, 1875, to 31st December, 1875, . . . \$6,123,134.68

Losses paid during same period 2,712,058.5

Returned Premiums & Expenses . . . 1,217,477.24

The Company has the following ASSETS, viz.:

United States and State of New York Stock, City, Bank and other Stocks . . . \$1,314,940.00

Bonds secured by Stocks, and otherwise . . . 2,544,200.04

Real Estate and Bonds and Mortgages . . . 267,000.06

Interest and sundry notes and claims due the Company, estimated at 12 months . . . 454,037.92

Premium Notes and Bills Receivable . . . 2,076,360.50

Cash in Bank . . . 363,402.30

Total amount of assets . . . \$10,019,946.82

Six percent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next.

The outstanding certificates of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of Forty PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones, William H. Webb,
Charles Denniss, Gordon W. Burnham,
W. H. H. Moore, Frederick Chauncey,
Henry Colt, Charles P. Burdett,
Lewis Curtis, Francis Skiddy,
Charles H. Russell, Robert B. McInturn,
Lowell Holbrook, Robert L. Stuart,
Royal Phelps, James G. DeForest,
David Lane, Alexander V. Blake,
James Bryce, Charles D. Leverich,
Daniel S. Miller, Charles H. Marshall,
William Sturgis, Adolph Lemoyne,
John Ellis, George W. Lane,
William E. Dodge, Thomas T. Sackett,
Josiah O. Low, Adams F. Youngs,
C. A. Hand, Horace Gray,
James Low, Winthrop G. Ray,
John D. Bennett, Samuel Hutchinson,
Edmund W. Corlis,

JOHN D. JONES President,
CHARLES DENNISS, Vice-President
W. H. H. MOORE, 2d Vice-President

febl'76

J. E. BLAKE & CO.,

Druggists and Apothecaries

With care and attention to business, and (as we trust, with the reputation of honest and fair dealings secured by a long business experience, we hope to merit and receive a fair share of public confidence and patronage.)

Our stock, which we intend shall be the largest and most complete in this section, comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can return having their own Prescriptions Prepared only by Competent and Careful Persons, and in all things it shall be our constant aim to gain the confidence and esteem of our patrons.

MR. ISRAEL H. SHURTLEFF remains with us and will be pleased to see all his old friends and hosts of new ones at the old stand.

J. E. BLAKE & CO.,

14 North Second Street, cor. Mill

PHINEAS WHITE, JR.,

—FURNISHES THE—

PENDULUM PUMP.

THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.

Mr. White attends to the repairs of all kinds of Pumps; also Dutchies. He does all kinds of Plumbing on the most reasonable terms. Call at No. 24 William street.

fe8'75 1y

CORDAGE.

THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish at short notice

GANGS OF RIGGING,

of all sizes, and of the best manufacture.

MANILLA and HEMP WHALE LINE, made from pure Manilla and Russia Hemp. All orders sent to L. A. PLUMMER, Treasurer, Rotch's Square, New Bedford, Mass., will be promptly attended to.

WANTED.

We will give energetic men and women

Business that will Pay

from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. Particulars free, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address

J. LATHAM & Co.,
419 Washington St., Boston, Mass.
P. O. Box 2, 154. m32-3m

HOBERT TOWN-----Tasmania.)

ROBERT R. REX,
Ship Chandler and Whaling Agent.

Whalemen's Stores of all kinds furnished at lowest prices.

Letters for American Whalers forwarded to me, will be delivered as addressed.

1y oct26'75.

PANAMA---U. S. C.,

GEORGE F. WILSON. JOHN BRAKEMEIER

WILSON & BRAKEMEIER,

PURVEYORS TO THE AMERICAN
ENGLISH NAVY, SHIPPING AND
COMMISSION MERCHANTS.

ALL BUSINESS connected with WHALERS carefully attended to.

Exchange bought and sold.

REFERENCES.

Messrs. I. H. Bartlett & Sons,
Edm. Snow, Jr. } N. Bedford
William Lewis.

oct5'75 1y

The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, AUGUST 8, 1876.

IMPORTS
Of Sperm and Whale Oil and Whalebone into the United States, for the week ending August 7, 1876.

	Bls.	Bls.	Lbs.
	sp.	wh.	bone.
New Bedford.	...	...	...
Bark Amizade.	...	...	...
Schr. Agate.	...	...	...
Elen Rirpab.	...	...	...
Total.	...	...	...
Previously.	...	...	...

From Jan. 1 to date, 26,188 27,212 70,515
Same time last year, 20,255 25,183 184,199

EXPORTS FOR THE WEEK ENDING AUGUST 7, 1876:

	sp.	wh.	bone.
Previously.	...	...	...
From Jan. 1 to date.	...	...	...
Same time last year.	...	...	...

NEW BEDFORD OIL MARKET.
For the week ending August 7.

SPERM.—Has been in quite active demand since our last, and sales were made of 200 bbls. at \$1.25, and 400 do. a portion being of inferior quality, on private terms, for home use, also 400 bbls. in parcels, at \$1.25 @ \$1.30 per gallon, for export.

WHALE.—Is in better request, with sales of 150 bbls. Northern, at 25 cents; 50 do. on private terms; 300 do. South Sea, and 100 do. Humpback, at or about 55 cents per gallon, all of our manufacture.

FOREIGN OIL MARKET.—The circular of Messrs. Bowes, Game & Co., dated London, July 26th, says:—Crude Sperm Oil remains neglected and nominal at \$24 @ \$25 per ton.

Whalebone.—For the little lot of Arctic in our public sale last Friday \$250 per ton was paid, being an advance of \$20 per ton on the previous sale.

IMPORTATIONS.

Per bark Amizade, at this port, 3d inst., from St. Michaels.—50 bbls. sperm oil from ark Janus, to Swift & Perry, New Bedford.

LETTERS.

A letter from Capt. Gifford, of ship Young Phoenix, of this port, reports her off Bourbon, June 6th, with oil as before reported—all well.

A letter received in Provincetown from Capt. Taylor, of schooner Kissing Sun, of that port, reports her on Hatteras Ground, July 24th, with 55 bbls. sperm and 200 do. humpback oil.

A letter received in Provincetown from Capt. Roberts, of schooner William A. Grozier, of that port, reports her on Western Ground, July 15th, with 50 bbls. sperm oil since last report. Reports spoke July 14th, barks Janet, Gardland, New Bedford, nothing since leaving Barbadoes; George & Mary Cannon, do. nothing since last report; brig Abbott Lawrence, Russell, do. nothing since leaving Barbadoes; schooners, Petrel, Reed, do. 65 sperm; Admiral Blake, Hathaway, Marion, clean.

A letter from Capt. Montross, of bark Stamboul, of this port, reports her at Menado, April 29th, with 750 bbls. sperm oil all told. Reports January 27th, on New Ireland bark Avela, Bourne, New Bedford, with 180 bbls. sperm oil.

A letter from Capt. Winslow, of bark Commodore Morris, reports her at sea, July 11th, with 550 bbls. oil since leaving Fayal in May. Spoke July 9th, bark Midas, Lapham, New Bedford, nothing this season.

A letter from Capt. White, of bark Seine, of this port, reports her at Barbadoes, July 14th, having taken 300 bbls. sperm and 25 do. whale oil, and 300 lb. bone the last cruise on River Plate—425 sperm 25 do. whale oil, and 300 lb. bone all told. To sail in a few days for the Western Ground, and would be at home in November. Capt. White says that while on River Plate experienced a severe hurricane, which threw the vessel on her beam ends, but she righted without damage, except loss of 30 bbls. of oil on deck and two topsails.

A letter from Capt. Downs, of bark Petrel of this port, reports the latter part of June's bark Linda Stewart, Wilson, New Bedford, with 400 bbls. sperm oil.

A letter from Capt. Fraser, of the wrecked bark Illinois, states that the natives say the whales went North in March, and only a few were seen by ships or natives. The season is bound to be an open one. The ships are North ahead of the usual time. The outside whaling did not amount to much. The natives reports the Three Brothers there about June 1st, with 3 whales, taken on the East shore of the Strait where there has not been a whale seen for 8 years. The Illinois was lost under the following circumstances: On the 18th of April, when in the Arctic Ocean, 60 deg. 10 min. North lat. 178 deg. West lon. in company with the ship Marengo, a large floe of ice impeded the progress of the vessel, and while endeavoring to avoid it during the night the Marengo collided with the Illinois, running head on, and cutting her to the keel, smashing all the bark's boats. The vessel rolled over a complete wreck. Capt. Kelley immediately lowered his boats and rescued the crew of the ill-fated vessel. The officers and crew have since been distributed among other whalers in the Arctic. The General Harney went as far North as Cape East, and found less ice than has been known for 23 years.

A letter from Capt. Anthony, of bark Calappa, of this port, reports her off West Coast of Australia, March 26th, having taken 40 bbls. sperm oil since leaving Tenerife.

A letter from Capt. Long, of ship Josephine, of this port, reports her in Behring Strait, May 30th, having taken 2 whales. Reports barks Onward, Lapham, do. with 4 whales; Cornelius Howland, Homan, do. 2 whales.

A letter from Capt. Ellis, of bark Swallow, of this port, reports her at sea, on lat. 20. June 25th, bound into Fayal, having taken 175 bbls. sperm oil. Reports June 20th, bark Sunbeam, Gifford, do. with 85 bbls. sperm oil.

Brig Varnum H. Hill, of Boston, 126.44 tons, formerly a whaler from Provincetown, has been purchased by John McCullough, of this city, and will be fitted for a whaling voyage.

The Fall term of our public schools will begin on Monday, 28th inst., and continue seventeen weeks. The school year is now arranged to end on the Friday before July 4th, and includes forty-one school weeks, with two weeks' vacation at Christmas and one in April.

Correspondence of the Shipping List.

RUSSELL, Bay of Islands, June 15th, 1876.—Since my last I have to report the sailing of ship Niger, Hallett, on the 15th inst., to cruise on Off shore Ground, and on the 19th, bark Coral, Marvin, direct for New Bedford. The ship Milton, Fuller, New Bedford, arrived on the 6th, with 2,300 bbls. sperm and 200 do. whale oil, all told—both Capt. and Mrs. Fuller were in ill health, and by the advice of Dr. Azassiz concluded to return home, and sailed on the 27th, direct for New Bedford. The bark Gazelle, Mosher, New Bedford, was spoken off the Coast about 15th inst., with nothing since last report.

SAN FRANCISCO, July 27th, 1876.—The following report has been received from the Arctic, by the arrival of schooner General Harney, at this port yesterday. Passed through Behring Straits into the Arctic, May 15th, ship Cornelius Howland, Homan, New Bedford, clean; barks Onward, Lapham, do. 3 whales; Three Brothers, Owen, do. do.; James Allen, Keenan, do. do.; Arctic, of Honolulu, do.; 22d, Desmond, do. 1 whale; Josephine, Long, New Bedford, 1 do.; 23d, Northern Light, Smith, do. clean; 24th, St. George, Knowles, do. do.; Java, 2d, Fisher, do. do.; June 8th, Clara Bell, Williams, San Francisco, do.—who reports very rugged weather on Kodiak, and the loss of one boat. No whales had been taken when she left. The fleet there consisted of barks Camilla, Ludlow, New Bedford; Java, Colson, do.; Mt. Wollaston, Mitchell, do.; Osmanli, Osborn, do.; and Rainbow, Cogan, do.; June 12th, barks Florence, Williams, San Francisco, clean; Acors Barns, Hickmott, New Bedford, do.; Norman, Campbell, do. do. The Marengo was leaking some, but had left Plover Bay to go North, and would complete the season. The weather was very cold in May, and ice had formed, but in passing through the Straits the fleet never encountered less ice nor got in so early. The schooner left Plover Bay June 26th, bound South, so can give no idea how much Walrus oil was taken during June. She had 20,000 lb. of whalebone, 10,000 lb. of ivory and a lot of furs, a very valuable cargo which will yield a handsome return to the owners. The Hawaiian schooner had done equally well, but the brig Timandra was not reported.

We shall not be likely to hear from the Arctic fleet again before October.

In the death of SAMUEL RODMAN in this city on the 1st inst., at the advanced age of nearly 85 years, our community loses one of its most highly valued citizens, who during more than half a century has been closely and usefully identified with its benevolent institutions and maritime and manufacturing interests. He was both in principle and practice a consistent member of the Society of Friends, and was the last survivor of the first Board of Directors of the old Bedford Commercial Bank in 1816. The funeral services at his late residence on the 4th inst., were attended by a numerous concourse of relatives and friends.

Capt. Edmund Maxfield died at his residence in this city, on the 3d inst., aged 63. He was formerly a successful whaling master, and afterward a merchant carrying on the whaling business, and amassed considerable property. He was struck by a whale many years ago, and his health has not since been good. He was once a member of the Common Council.

MURDEROUS ASSAULT.—On the evening of the 31st ult., Paul W. Wing, a clerk for Joseph Deacon, while riding in the outskirts of the city, was shot by Abraham H. Howland, a basket-maker. The bullet took effect above the temple but without inflicting a dangerous wound. The parties were both young men, unmarried, and the assault is attributed to jealousy concerning the affections of a young lady. Howland has been committed to jail in default of bail in the sum of \$3,000, pending his appearance for trial.

FATAL ACCIDENT.—Thomas Casey, son of Lawrence L. Casey, of this city, was instantly killed by being run over by the engine on the Old Colony road, at Tremont on Sunday morning last. He was about 18 years of age.

The value of the stamps and stamped envelopes sold at the Post Office in this city, during the month of July was \$1,949.91; number of letters delivered by carriers, 94,600; collected, 33,322. Total Money Orders issued, \$6,950.67. Total paid, \$4,804.53.

THE BELKNAP IMPEACHMENT TRIAL in the United States Senate terminated on the 1st inst. There were five articles of impeachment in which the late Secretary of War was charged with having wilfully, corruptly and unlawfully taken money in the sale of trading posts. The articles were voted upon separately, 35 Senators voting guilty; and 25 voting not guilty, the articles were not sustained. It is nevertheless universally conceded that Belknap is branded guilty no less unmistakably than if every article of the impeachment had been sustained. Of the 24 Republicans who voted not guilty, all but two announced that they did so simply upon the ground that the Senate had no power to try a man not in office at the time of his impeachment. The farce of the trial will have cost the Treasury more than \$60,000. Had Belknap been promptly tried by a criminal court like any other guilty person, he might have been fined and imprisoned as he deserved.

The copious rains during the last week have produced a marked change in the appearance of fields and gardens. The growing crops appear to have taken a new lease of life, and the grass is springing up anew. "There's millions in it" for the farmer and husbandman.

The case of Pomeroy, the boy murderer was discussed in all its bearings in the Executive Council of this State on the 1st inst., on the question of commutation of sentence. Five members of the Council voted against commutation, and four in favor, the same as last year. It is understood that Governor Rice expressed himself in favor of commutation. No final action was taken.

Deacon Alvah S. Clark of Troy, N. H., lost four daughters last week by death from diphtheria. They were aged respectively, 19, 15, 21 and 8 years of age.

INCREASE OF CITY DEBTS.—The New York Daily Bulletin is doing good service by calling attention to the enormous recent growth of the debts of our cities. A statement of the indebtedness of sixty-four cities in 1870 and at the latest dates, shows an increase from \$278,648,126 to \$640,791,867, or at the rate of 130 per cent. within a period of five or six years. This is something unequalled in the history of municipal prodigality. The fact that these enormous debts have been accumulated so suddenly and almost without the people knowing it, shows how superficial is the interest taken by the residents of our large cities in the administration of their local government, the people who permit it in their own towns and wards and quietly provide the money to pay for it being really the responsible parties. The office-holders are but their chosen servants, and if their misdoings are tolerated, those who elect them have little room for complaint except against themselves. As a consequence of these excesses, taxes are increased, trade embarrassed and the poor still more impoverished. Among the cases cited are the following:

	1870.	1875-76.
New York.....	\$24,433,130	\$161,165,299
Philadelphia.....	\$2,433,866	\$9,016,523
Boston.....	22,198,361	43,333,165
Baltimore.....	13,568,431	32,943,425
Washington.....	2,363,885	22,000,000
Cincinnati.....	5,920,000	17,235,000
Louisville.....	6,006,000	10,750,000
Providence.....	1,795,870	8,843,800
Portland.....	2,706,011	6,462,800
Bangor.....	448,493	2,484,000
Springfield.....	940,439	1,962,866

It amounts to this, that if the tax payers and the voting masses will not put themselves to the trouble of combining for self-protection, regardless of party affiliations, they must submit to be plucked and plundered. Ours being a popular form of government, it needs perpetual vigilance for the preservation of purity and economy in its administration.

The Commissioners of Bristol county had a hearing in the court-house at Taunton on the 2d inst., in reference to re-districting the county for Representatives. New Bedford, Fall River, Taunton, Berkly, Dighton, Rehoboth, Mansfield, Norton and Seekonk were represented. The whole number of voters in the county is 26,876, there being 18 Representatives. The basis of division is 1,493 and the object is to arrange the districts as nearly to that basis as town lines and connected districts will admit.

There was a proposition to divide Taunton into three districts, but the preference offered for one complete district with three Representatives as at present. For New Bedford no change was proposed, and it will remain as at present—three Wards in each of the two districts, four Representatives. Dartmouth and Westport, containing 1,624 voters, one Representative.

A meeting of the Western Iron Association recently held in Cincinnati, promises to be of great service to the future welfare of the iron business. West of the Alleghany Mountains. The aggregate product of iron last year was about a million and a quarter of tons, falling short of the largest amount ever made in a year, 13,000, while the manufacturers not only lost largely on their year's business, but the capital invested was greatly depreciated. The object of the recent meeting was to produce a uniformity of rates. To illustrate the depreciation of property which mill owners have sustained, it is but necessary to cite a couple of instances. In Pittsburgh there is a mill that stands on two squares of ground and is well supplied with an abundance of tenements for operatives, and owns five-eighths of a coal mine. This property cost \$540,000, and yet when offered for sale a short time since the highest offer that was made for it was \$105,000. The land itself is worth \$400,000 more than this price. The other instance is that of a piece of property in Wheatland, in Pennsylvania, having four rolling-mills on it, besides a small town of houses for workmen. This property cost \$2,000,000, and yet it will not bring to-day \$150,000.

The real estate valuation in Boston is \$226,145,700; personal, \$222,732,400. Total, \$748,878,100. The total tax warrant for this year will be \$9,270,804, and the rate a thousand \$12.70. There are 81,326 polls. There was a net loss in assessed valuation in 1880 owing to the panic of 1873, which was followed by a constant appreciation, until last year there was a loss of about five millions, and this year a loss of \$45,083,600, on a total of \$763,961,900, or about 6 per cent. The loss in real estate this year is \$3,795,300, and on personal \$12,288,500. Last year the loss on personal was nine and a half millions. A moderation in future appropriations is recommended for the relief of tax-payers.

The Assessors of Fall River have completed their valuation labors, showing as follows: Personal estate, \$16,500,695; real, \$32,302,430; total, \$48,803,125,—a falling off from last year. The rate per \$1,000 is \$15.20, against \$14.50 last year. The polls have also decreased from 11,571 last year to 10,826 this year.

Barnstable's valuation is \$2,429,610, and the rate of taxation \$10 per \$1,000.

The valuation of Dartmouth is \$1,721,850, and the rate of taxation \$12.50 on \$1,000.

A man came to Martha's Vineyard several years since and drove a large number of pipe wells, which have been in successful operation, very much to the convenience and comfort of the cottagers who happened to own them, when a man who claimed the exclusive right to do such work appeared last week and demanded a royalty of \$10 each on the wells, which, it is said, number several hundreds.

Three companies of the 1st United States Artillery from Fort Adams have gone to join the command of General Crook in fighting the Indians.

Writing from Calcutta, India, in 1837, Macaulay said: "We are annually baked four months, boiled four, and allowed four more to get cool if you can. At this moment the sun is blazing like a furnace. The earth, soaked with oceans of rain, is steaming like a wet blanket. Vegetation is rotting all around us. Insects and undertakers are the only living creatures that seem to enjoy the climate." The year before, in May of 1836, he wrote: "One execrable effect the climate produces: It destroys all the works of man with scarcely an exception. Steel rusts, razors lose their edge, thread decays, clothes fall to pieces, books moulder away and drop out of their bindings, plaster cracks, timber rots, matting is in shreds. The sun and the steam of this vast alluvial tract, and the infinite army of white ants, make such havoc with buildings that a house requires complete repairing every three years."

CHEESE PRODUCTION.—The State of New York alone has now nearly 1,000 cheese manufactories, which use the milk of more than 250,000 cows, making therefrom 80,000,000 pounds of cheese, which is 1,000 pounds for every three cows. The cheese production of the whole United States is now over 250,000,000 pounds, of which 96,600,000 are exported. England scarcely exports 25,000,000 pounds, while little Holland, which used to be the principal cheese-producing country of the world, exports at present 60,000,000 pounds. This latter fact suggests the extent which the cheese production of the United States may reach in the course of years, and the wealth its exportations will bring back, as the Hollanders used to boast that their cheese production was more valuable than a gold mine, very few of which surpass the Dutch cheese in the profits realized.

Advices from Washington are to the effect that Attorney General Taft has overruled the decision of the Secretary of the Treasury on the question of shipment of crews before a Shipping Commissioner, where vessels are engaged in trade with the British North American Provinces, the West Indies and the Republic of Mexico.

In Washington a Canadian named Tetto, married a widow with three children. They have had twenty-two since, making twenty-five in all. She was fifty-six years old when her last child was born. Of this numerous progeny there was only one pair of twins; two only died in infancy; seven died after attaining their growth, and sixteen are living. Ten were boys and fifteen girls. The second crop, or the grand-children, at present number thirty-three. The mother of this great family was one of sixteen children, by the name of Shepard. She was married when she was sixteen, and widowed five years after, in which state she remained three years.

Pope Pius has \$3,870,000 standing to his credit in the Italian Treasury. He will not take it probably until he is like to lose it. At present he loses the interest on much of it, as it has been tendered to him and refused. The sum is the accumulation of the annual donation of \$645,000 allowed him by Government.

A Newport letter says:—But few marriageable young men are here this Summer compared with the large number of single ladies who are anxiously awaiting "coming events," that cast their shadows before them. The reasons are obvious. The young men cannot afford to do as they have been doing, and consequently a reform is needed, and the ladies will do well to set the example.

A handsome temperance girl of Brooklyn, when a gentleman is introduced to her, shows him a total abstinence pledge and says: "If you wish to become a friend of mine you must sign this." The temperance movement is said to be a success.

The public debt was reduced \$1,138,033 during July.

Eggs, in Nashville, Tenn., are quoted at 3 to 4 cents per dozen, the lowest rate that has been reached since the war; the average price being from 7 to 10 cents.

A sale recently in San Francisco of 2,500 packages of Japan tea, shows a heavy decline in prices from that of a year ago. Japan Young Hyson brought 38 cents, and Oolong in papers, bulk and flowered boxes, lacquered boxes with slides, 41 cents, and do. with hinges, 44 cents; Gunpowder sold at 24 @ 25 cents; Imperial, 28 cents, and natural leaf, 34 cents.

According to a calculation published in a French financial journal, the population of France at the present rate will only double in 1,380 years. Germany requires only 98 years to double its population; Austria, 62; Denmark, 73; Great Britain, 63; Sweden, 89, and Norway, 51.

Mr. Sankey, the revivalist, has declined all invitations to camp-meetings, believing that it was better to spend the Summer in rest and recuperation than to imperil his voice and endanger his health by participating in open-air meetings.

David Bartlett, the oldest of the Bowdoinham Bank robbers, died in the State Prison at Thomaston on the 29th ult. He had served nine out of fifteen years' sentence.

Notwithstanding the arrest of four or five men for passing counterfeit money, several counterfeit five-dollar bills were passed in Providence last week. They can easily be detected by examining the back of the bill. It is very poorly engraved, and of a lighter green than the face.

Ann Eliza Young's dowry has been reduced by decision of Court from \$500 to \$100 per month. Brigham Young is allowed 20 days in which to pay the amount, in default of which execution shall issue against his property.

About 2,300 gallons of liquors have so far been seized by the police in Boston.

A DUBUQUE AT THE FALLS.—The Dubuque (Iowa) Times prints a letter from a citizen of that town, from Niagara Falls, in which the writer gives this bit of graphic description: "The Falls took to me like a river standing on end and trying to walk off on stilts. The only thing I can compare Niagara to is Julian Avenue, and that covered with sleet and ice, and about thirty boys and girls riding down on hand-sleds of a moonlight night at lightning gait, and fetching up at the Lormier House all pellmell, with a few legs and arms protruding after running over three or four horses and carriages. Our Dubuque Water Works don't begin to compare with Niagara as to quality and noise, but the water is better for drinking purposes, and comes out of a great deal longer hole. A person viewing the Falls has a sort of nervous feeling—almost afraid the water will all run over before one can have a fair look at it. The water, after it passes through the Falls and rests from its labors in the abyss below, collects itself together and forms itself into a river again, and passes down the deep gorge at a rapid gait, whirling, leaping, and foaming like a thousand whales when it reaches the great whirlpool; there it performs a duck-waltz, and after sashaying up the river a short distance it finds a narrow opening and passes on to mingle with the briny deep, never to return until taken up by evaporation to the clouds and brought back by the winds of heaven to take the same fearful leap again."

A remarkable freak of the electric fluid is noted at Hollis. During one of the severe showers that followed the heated term the lightning struck the residence of J. N. Worcester, Esq., flashed all over the house, and finally jumped upon the person of the housemaid, who was washing dishes at the time. It tore her apron, dress and underclothes, ran down her leg, blistering it the whole length, and tore off and destroyed her shoe; but what is the most remarkable of all the girl was otherwise unharmed and resumed her work as usual in a few moments.

"I know'd it—I know'd it," remarked a colored politician, sitting on the Custom House steps in Mobile, discussing the outlook, "dat de democrats had done ebry kind ob wickedness, but fud dem to go now an' denominated dat man Tiltan arter all de big lies 'bout Frudder Beecher, is jes simply owadshus."

Over three hundred thousand acres of land are advertised to be sold for taxes in Beaufort county, S. C.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Small-pox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroys all poisons in the blood.

His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1,347 Ridge Avenue, under the charge of Dr. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

ap125-76 em

CREW LIST OF VESSELS SAILED.

Bark Marcella, Capt. Frederick P. Tripp, sailed from this port August 1st, 1876, for the Indian Ocean. The following persons compose her crew:

Henry W. Brigham, of New Bedford, first mate; Edwin B. Luce, of do., second mate; Bernard Pereira, of Bravo, third mate and boatsteerer; William W. Manchester, Dartmouth, and Isaac F. Hendricks, Mashpee, boatsteerers; Robert Gibbs, England, cooper; William C. Merry, Vineyard Haven, shipkeeper; G. W. Astolf, Germany, steward; Charles Shoaf, do., cook; Antonio Gonsalves, Bravo, Harry Lake, Washington, D. C., Domingo Gomez, St. Jago, Robert E. Abbey, Albion, N. Y., A. C. Still, Gardiner, Me., Alexander Richardson, Providence, John Knobel, New York, John Bachtold, do., Charles H. Snell, Dartmouth, Terence Dunn, St. John's, Thomas R. Reed, New Bedford, Percy R. Barton, Warren, Frederick P. DeMercedo, St. Michaels, and Joao Dolotario, Fayal, seamen.

MARRIED.

In this city, 28th ult., Mr. Eugene Rodolf to Louise Gomez; 29th, Mr. Domingo Cardose to Mary Consodia; 30th, Mr. Robert Monroe to Miss Anna Cooper; 30th, Mr. Simeon B. Coffin to Hattie Dowdy; 31st, Mr. George F. Covill to Miss Julia F. Dunham; 1st inst., Mr. John Morris to Miss Mary Crowley; 3d, Mr. Thomas J. Borden to Flora E. McEnnis, all of this city.

In Dartmouth, 30th ult., Mr. Andrew R. Reed to Mrs. Sylvia B. Jay, both of Dartmouth.

In Atkinson, N. H., 1st inst., Mr. Allen F. Wood, of this city, to Miss Addie F. Moody, of Atkinson.

DIED.

In this city, 30th ult., Willie G., only son of Charles F. and Annie Steison, 9 months; 1st inst., Samuel Rodman, in his 85th year; 2d, John McCarty, 88 years, 1 month and 3 weeks; 3d, Capt. Edmund Maxfield, 69 years, 8 months and 23 days; Abby G., widow of the late Warren Cushman, 86; Kate Amelia, daughter of James and Emma L. Turner, 4 months and 7 days.

In Westport, 2d inst., William, son of Ellen King, 2.

In Centerville, at Christian Camp Ground, 2d inst., William S. Clarke, of this city, in his 67th year.

In Chatham, 29th ult., Henry Eldridge, 93 years and 6 months.

COMMONWEALTH OF MASSACHUSETTS.

CITY OF NEW BEDFORD.

To Henry C. Hathaway, Luther M. Dayton, John Corey, Henry W. Bumpus, William J. Norton, Jr., Patrick Cannavan, Edward W. Waite, William E. Macomber and Lemuel D. Adams, Constables of the City of New Bedford.

IN the name of the Commonwealth of Massachusetts, you are hereby required to proceed forthwith to kill or cause to be killed all dogs within the said City not duly licensed and colored according to the provisions of the act of the year eighteen hundred and sixty-seven, entitled "An act concerning dogs, and for the protection of sheep and other domestic animals," and you are further required to make and enter complaint against the owner or keeper of any such dog.

Hereof fall not and make due return of this warrant with your doings therein, stating the number of dogs killed and the names of the owners or keepers thereof, and whether or all unlicensed dogs in said City have been killed, and the names of persons against whom complaints have been made under the provisions of said act, and whether or not all persons who have failed to comply with the provisions of said act, on or before the first day of October next, are given under my hand and seal, at New Bedford, aforesaid, the 7th day of July, in the year eighteen hundred and seventy-six. ABRAHAM H. FOWLAND, JR., Mayor. A true copy, attest: HENRY C. HATHAWAY, City Marshal, Jy11 and Constable of New Bedford.

FOR THE AZORES.

THE A1 clipper bark MODEST A will run as a regular packet between Boston and the Azores Islands, leaving Boston on the 15th inst. For freight or passage apply to Capt. WILLIAM LEWIS, No. 4 Taber's Wharf, New Bedford, MEDINA BROTHERS, 39 Lewis Wharf, Boston. MANUEL J. SEQUEIRA, or SILVIA, CABRAL & CO., St. Michaels, W. I. apl11-76

THE WEED SEWING MACHINE CO.

OUT-RIVAL

All other companies in the production of

Whaler's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING AUGUST 15, 1876.

NO 26.

The Whaler's Shipping List,
AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY E. B. P. RAYMOND,
8 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 8 cents. No paper will be discontinued until all arrears are paid, except at the option of the publisher.

Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square. The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.

A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch Street, London, England. E. C. FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.

A. W. PIERCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

JANUARY.

	Bls.	sp.	wh.	bone.
By Railroad, N. B.	101	385	4,500	
Jos. Nickerson, N. Y.	101	385	4,500	
Nile, N. L.	101	385	4,500	
do. on freight,	101	385	4,500	
Colon, N. Y.	101	385	4,500	
Gow, N. Y.	101	385	4,500	

FEBRUARY.

	Bls.	sp.	wh.	bone.
Humber, Boston,	101	385	4,500	
Azor,	101	385	4,500	
City of Dallas, N. Y.	101	385	4,500	
Young America,	101	385	4,500	
Colon, N. Y.	101	385	4,500	
Bart. Gosnell, N. B.	101	385	4,500	
A. Blake, Marlon,	101	385	4,500	

MAY.

	Bls.	sp.	wh.	bone.
Arnold, N. B.	101	385	4,500	
Marcella, N. B.	101	385	4,500	
Sarah,	101	385	4,500	
H. P. Higon,	101	385	4,500	
Merlin, N. B.	101	385	4,500	
W. H. N. L.	101	385	4,500	
do. on freight,	101	385	4,500	
Carondelet, N. Y.	101	385	4,500	
Stifford, N. B.	101	385	4,500	

JUNE.

	Bls.	sp.	wh.	bone.
G. W. Morton, N. Y.	101	385	4,500	
G. W. Wood, N. B.	101	385	4,500	
Atlantic,	101	385	4,500	
President, N. B.	101	385	4,500	
Andes, N. Y.	101	385	4,500	
Merlin, N. B.	101	385	4,500	
W. H. N. L.	101	385	4,500	
do. on freight,	101	385	4,500	
Carondelet, N. Y.	101	385	4,500	
Stifford, N. B.	101	385	4,500	

JULY.

	Bls.	sp.	wh.	bone.
Elvie Allen, N. B.	101	385	4,500	
Mattapoisett,	101	385	4,500	
Wm. & Anthony, N. B.	101	385	4,500	
Colon, N. Y.	101	385	4,500	
W. H. N. L.	101	385	4,500	
do. on freight,	101	385	4,500	
Carondelet, N. Y.	101	385	4,500	
Stifford, N. B.	101	385	4,500	

AUGUST.

	Bls.	sp.	wh.	bone.
Agate, N. B.	101	385	4,500	
Amizade, N. B.	101	385	4,500	

LIST OF WHALERS IN PORT.

NEW BEDFORD.

	Bls.	sp.	wh.	bone.
Ship Daniel Webster	101	385	4,500	
Eliza Adams, Cornell, Atlantic, Sept.	101	385	4,500	
Rank Bounding Billow, Luce, Pacific, Sept.	101	385	4,500	
Cape Horn Pigeon, Baker, Pacific.	101	385	4,500	
Cicero, Foster, Atlantic, September.	101	385	4,500	
E. B. Phillips,	101	385	4,500	
E. Corning,	101	385	4,500	
Merlin,	101	385	4,500	
Progress,	101	385	4,500	
Triton, Keith, Atlantic,	101	385	4,500	
Brig V. H. Hill,	101	385	4,500	
Franklin, Sprague, Atlantic, August,	101	385	4,500	

FAIRHAVEN.

Schr. Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

NEW BEDFORD.

	Bls.	sp.	wh.	bone.
California,	101	385	4,500	
do. on freight,	101	385	4,500	
Commodore Morris,	101	385	4,500	
do. on freight,	101	385	4,500	
Coral,	101	385	4,500	
do. on freight,	101	385	4,500	
E. H. Adams,	101	385	4,500	
Golden City,	101	385	4,500	
Janet,	101	385	4,500	
Mary Francis,	101	385	4,500	
do. on freight,	101	385	4,500	
Mercury,	101	385	4,500	
Milton,	101	385	4,500	
Osprey,	101	385	4,500	
Pacific,	101	385	4,500	
Selma,	101	385	4,500	
Union,	101	385	4,500	
Wave,	101	385	4,500	

WESTPORT.

Andrew Hicks,

WHALING GUNS.

THE subscriber flatters himself that his

some lance for killing whales has

the reputation so thoroughly established,

that any comment in an advertisement

is unnecessary. Thankful for past favors, he

hopes to merit a continuance of the same.

The lances are for sale by the following

Agents, and at the manufactory, by

J. A. BRAND.

Norwich, Ct., Feb. 20th, 1876.

AGENTS.

Edward P. Haskell, New Bedford, Mass.

Union Wharf Co., Provincetown, Mass.

Heiman Smith, 21 Fulton street, Boston.

Crocker, Wood & Co., New York City.

Williams & Barnes, New London, Ct.

J. C. Merrill & Co., San Francisco, Cal.

A. W. Pierce & Co., Honolulu, H. I.

F. A. BARKER, Russell, Bay of Islands

New Zealand.

1876/77.

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 the New-York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, the Times has always borne a very high reputation throughout the United States. It is free from all objectionable advertisements and reports, and under no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The disagreeable and the disagreeable are only when they are certain to promote the honor and welfare of the country.

As a political journal, the Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration or upon the conduct of any leaders. Its attitude is that of independence within the Republican Party, for in that way can the interests of the people be most effectively served. For government is essentially a constitutional country, and when journals profess to have "no party" it is because they have no principles. The Times is faithful to the convictions and the support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere to the principles of the Republican Party, and it will not be swayed by the passions of the moment.

Great issues are at stake, and it will need all the force of the press to sustain the right side. The Democratic Party is substantially for inflation, which is a deadly enemy to the Republic. The Republican Party is in favor of a return to specie payments, by safe and judicious methods, and of a firm faith with the national credit, and thus of preventing widespread ruin and irreparable national dishonor. This issue alone would lead the Times to stand firmly by the Republican Party. The Democratic Party now boasts loudly of its "Reforming" spirit, but with Tammany Hall in New-York, and a party of inflation and repudiation in other States its professions are of little value.

In the Presidential canvass, the Times will strive to get the best candidates nominated and afterward to render them a hearty support. It will take no part in personal attacks, and will be ready to defend leaders and candidates who are true and faithful representatives of the people.

Its Editorial Columns will be conducted in a spirit of fairness and impartiality, free alike from self-interested aims, political jobbery, or undue favoritism.

The Sunday edition of the Times includes in addition to all the news, selected and original literary matter of a high quality, and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper.

Among the contributors of original stories or articles to this paper are: Bret Harte, W. D. Forest, Thomas Hardy, Dutton Cook, William Black, and negotiations are being carried out with many other distinguished authors.

TERMS TO MAIL SUBSCRIBERS:

All editions of the Times are sent free of postage in the United States.

THE DAILY TIMES, per annum, including the Sunday Edition, \$12.

THE DAILY TIMES, per annum, including the Sunday Edition, \$12.

THE SUNDAY EDITION, per annum, \$2.

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A PAPER FOR THE MECHANIC.

A PAPER FOR THE PEOPLE.

THE NEW-YORK WEEKLY TIMES

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Domestic and Foreign News, Foreign

Proceedings of Congress and the State

Legislatures, Full and Interesting Correspondence, Book Reviews, the Choicest Literary

Selections, Original Stories by Bret Harte and other distinguished writers.

Its most prominent feature will be a complete Agricultural Department, with Original Articles from Practical Farmers; Complete Weekly Market Reports; full Reports of the American Institute Farmers' Club; Financial, Domestic Produce, Live Stock, Dry Goods, and General Markets.

IN CLUBS OF THIRTY, ONE DOLLAR PER ANNUM.

ONE COPY, ONE YEAR, \$7.50.

Five Copies (per annum) \$37.50.

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Twenty Copies " " 150.00.

Thirty Copies " " 225.00.

AND ONE EXTRA COPY TO EACH CLUB.

For every club of fifty, one copy of THE SEMI-WEEKLY TIMES to the getter up of the Club.

POSTAGE FREE TO SUBSCRIBERS.

NEW-YORK SEMI-WEEKLY TIMES

Is published every Tuesday and Friday,

and contains all the rich and literary matter of the Weekly edition, and a full and careful compilation of editorial and news features of the Daily.

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"Rejected."

Her little face is white with woe,
Her downcast eyes are wet;
She had not meant to grieve him so,
At least—at least—not yet;
It was so pleasant to be wooed,
So hateful to be won—
Ah! why should many a merry mood
End in so drear a one?

She draws the curtain back, and peers
Into the world beyond;
The garden gleams in daisy dews,
The fish leap in the pond;
Behind there is a misty hill—
How gray it all has grown!
Perhaps it was her father's will,
Perhaps it is her own.

He turns aside, he pleads no more,
But goes with drooping head;
A man is often wounded sore,
Who dons a coat of red,
And so he sadly rides away,
Slowly o'er hill and plain;
But, let us hope, some other day
He will ride back again!

Spectator.

Cast Into the Lion's Den.

The white roses, running over the bronze lions of the old mansion of Druid Wood, seemed the only fresh young life about the place. Of the inmates, Catharine Silver, the housekeeper, was old, the servants had proved their faithfulness by years, and their master was bedridden with the infirmities of age.

As for Constantina Limington, their mistress, she was neither old nor young. But she was very handsome. She had piercing black eyes, features that seemed chiseled from marble, massive braids of dark hair, and a magnificent, stately figure. Her dress was always rich and sweeping, her manner dignified beyond a suspicion of weakness, her heart, so far in life, an undiscovered thing. She dwelt at Druid Wood, with her father and a companion—little Rose West.

Rose was young, but she was never seen. Miss Limington neither rode, drove, nor walked, and Rose, also appeared to be always housed. To be sure, the house was nearly as large as a cathedral, yet its interior was nearly as gloomy; for the windows were high and narrow, and the yew and willow trees pressed closely around them. It was only into the little oriel chamber which Rose occupied that the sun came freely.

But nearly all her time was spent in the west drawing-room. Miss Limington sat there, worked on a piece of marvelous embroidery which had been in the frame five years and was not done, listened to theological works read patiently by Rose, or maintained an unbroken silence for hours.

Rose used to wonder what Miss Limington thought of—how she felt.

There was not a pet of any kind about the house. There were no pictures tender and fair, upon the walls, only the portraits of the cold, pale Limingtons. Nothing but the roses dared be fresh and beautiful, at Druid Wood.

As for Rose, it seemed to her that her heart was dying in her bosom day by day. Once, at twilight, after the roses bloomed, she stole out in the dark, put her face among them, and cried agonizingly.

But what had a little orphan girl taken into such a luxurious home, to cry for?

"Rat!—tat-tat-tat!"

Was the massive brass knocker of Druid Wood mansion ever struck like that before?

Miss Limington looked up mutely from her embroidery frame. Rose West started nervously, and turned as pale as ashes. A servant's footstep went hurriedly down the hall.

A hearty, mellow voice asking for Miss Limington, a man's step, a man's bearded face, a hearty kiss—actually a happy laugh.

"Why, Connie, did you really never expect to see me again?"

He was all portmanteau and overcoat, bustle and cheer.

"Chilly country, this. Do have some fires, my dear cousin! How is your health? Where is my uncle? There's some baggage coming up in the train to-night—Canton shawl for you, Connie; set of Russian furs for my uncle; and other traps. Isn't it nearly your lunch hour? This air of yours keeps me half starved all the time!"

Open, bland, animated face, hair and moustache of pale gold, gray eyes that seemed gold also, a care free laugh, and a quick step.

"How pale you look? Why don't you have the sun in here, Connie? I should think you'd perish of cold."

Miss Limington murmured something about the trees.

"Have them cut down, all those old yews—no use at all, and make the house very unhealthy. But I must see Uncle Ralph!" starting out of his chair upon the hearth, where a servant had kindled a blazing fire. "Go up with me, Connie?"

They went away. Rose got up from the corner, where she had shrunk among the long window-curtains, and ran up to her own room.

Osband Limington had just returned from his travels—wanderings of four years. He found the race of his old uncle and guardian nearly run. Constantina was still her unalterable self. Druid Wood was denser, darker, gloomier, and less congenial to his tastes than ever.

"Who is Miss West, Constantina?" Osband asked after dinner.

"My companion."

"Pretty, but distressingly pale. Where are the old carriage horses?"

"Dead."

"I'll have some more, and get you ladies out."

"I do not care for driving."

"Excellent custom! Get a riding-habit, and learn horsemanship, also. You don't object to dogs, do you, Connie?"

"Dogs?" said Miss Limington, faintly.

"Yes, Colonel Fay gave me a pair of fox-hounds; but they shall be kept tied up if they trouble you."

"You'd better keep them tied up, Osband."

"Very well. Let us go out on the lawn, and get some of those roses."

On the lower terrace, just beneath the cascade of vine and blossom, stood Rose West. The fresh air had brought a little color into her soft cheeks, and brightened her eyes.

You like them, also, Miss West? The only pleasant thing about the place," said Osband, indiscriminately. "Let us gather some, and have a little color and fragrance in those old drawing-rooms. I'm almost afraid they smell of mold. No, delicious! Just come down here, Connie, and hear the bees buzz!"

"No," said Miss Limington, from the great arch of the door above. "The stone of the terraces is damp."

She went away, sweeping back into the dark house.

But Osband and Rose gathered the flowers.

"How kind he was!" she said, in her heart. "Her eyes were blue as gentians," he thought.

Miss Limington had no desire to marry. She most earnestly wished also that her cousin might not marry.

She could hardly expect to have such a hope gratified. In fact, the wanderer of lands afar most ardently desired a wife and children. His restlessness made fair promises of ceasing. To be in a home—a domestic circle! And here, close at hand, was little Rose West—a face as sweet, a nature as tender as he could find in many a day's journey.

Osband had not a tinge of the Limington pride. He was like his lovely mother's family; and since Rose was fair and womanly, spoke with pure enunciation, and was truth itself, he did not care a straw that—she was a farmer's orphan.

So his kindness grew kinder, and his smile beckoned her on—and little heart!—to the heaven of his love.

When a few weeks had passed, matters came to a crisis.

Osband was talking to Rose one morning, in the breakfast-room, when Miss Limington, who had been in her room for two days, spoke from the top of the oaken stairs:

"Rose, I want you."

Rose sprang up, but Osband put her gently back in her seat.

"Stay where you are, darling."

Then, going out into the hall, he half ascended the stairs, and said:

"My dear cousin, I want Rose."

"You, Osband? What for?"

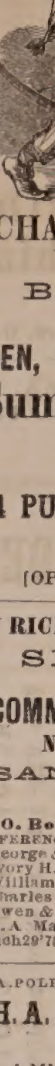
"For various reasons. And as I want her permanently, Connie, you may as well provide yourself immediately with another companion."

Constantina stared at him. When she was dead her face was hardly whiter than at that moment.

"Osband, you mean—"

AUGUST 15, 1876.

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The Whalemens Shipping List.

NEW BEDFORD:
TUESDAY MORNING, AUGUST 15, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending August 14, 1876.

	Bls.	Sp.	Wh.	Bone.
Previously,	20,188	27,212	70,515	10,515
From Jan. 1, to date,	20,188	27,212	70,515	10,515
Same time last year,	21,371	26,337	184,199	10,515

EXPORTS

	Sp.	Wh.	Bone.
Previously,	12,416	8,829	104,819
From Jan. 1, to date,	12,416	8,829	104,819
Same time last year,	13,441	8,829	107,791

NEW BEDFORD OIL MARKET.

For the week ending August 14.

Sperm.—Has been very quiet since our last, the only sale being 110 bbls. for export at \$1.25 per gallon.

Whale.—Continues in fair request, and sales were made of 825 bbls. Northern, at 90 cents, for manufacture, and 230 do. Hump-back, at 85 cents per gallon, for export.

LETTERS.

A letter from Capt. Gifford, of bark Laconia, of this port, reports her at sea, on lat. 36, 17 days out, with 30 bbls. sperm oil.

A letter from on board brig Heman Smith, Cook, Boston, reports her on Coast of Florida, July 23d, with 130 bbls. sperm and 10 do. blackfish oil.

FREDERICK CROCKER, who has recently been appointed United States Consul at Montevideo is a native of Brockton in this State, and formerly resided in this city.

In his earlier business career he filled a clerkship in the dry-goods store of C. C. Gilbert, on Union street, and subsequently became a successful shipmaster in the whaling fleet. During the Confederate war he was in command of the gunboat Clifton, and acquired signal honor in the Southern campaign in connection with General Banks' movement up the Red River.

During the last ten years he has been successfully engaged in mercantile business in Montevideo, and for a time held the office of United States Charge d'Affaires in Uruguay, during the temporary absence of Minister Washburn. Mr. Crocker is a man of sterling and exemplary character, and in every way qualified for the important station which he has been called to fill.

MR. LEWIS BOUTELL, who for thirty-two years has carried on the Manston House, in this city, died of consumption on the 7th inst., at the age of 78 years and 6 months.

He was born in Connecticut. In 1836 he commenced in the hotel business, keeping the Punchbowl, in Brookline, in this State. Later, he kept the Washington Coffee House in this city, and afterwards removed to Providence, where he was proprietor of the Manufactory Hotel. From Providence he came to this city. Mr. Boutell was a man of pleasant, genial manners.

BARRETT'S MONTHLY.—The September number is remarkable for the interest and variety of its contents. The illustrated articles are:—Life at Long Branch; The Mikado's Empire; A Summer Bird; Eton College; The Bald-Headed Tyrant; Mason and Dixon's Line; Carnivorous Plants of Florida; and Tom's Come Home. The other articles are:—The Way of the Wind—a poem; The Laurel Bush: an old-fashioned Love Story—part 4; Gernelshausen—a story; Day and Night; Vandelar; Garth—a novel; Miss Ritter's Husband—a story; A Woman-Hater part 3; Sea Sorcery—a poem; A Southern Lady of Shalott—a story; Lieutenant Boyle's Duel—a story; At the Shore—a poem; and Daniel Deronda—book 7. The Editorial Departments cover all matters of current interest in Science, Literature and Society.

For sale by Edwin Dewa.

—The Masonic Grand Lodge of Massachusetts, through Mr. Percival Everett, Grand-Master, have come to the rescue of the Old South Church in Boston, and the Advertiser says it now looks as though the building would be saved. Arrangements are pending further to defer its demolition, and also to replace the clock in the tower.

—There has been a fall in the price of Anthracite coal in Boston. Certain large dealers made a reduction of 75 cents per ton from previous prices. The example was soon followed by others, and it is now freely offered at \$6.75 per ton, retail, delivered, in lieu of \$6.75 and \$7.50, the price a few days ago. This movement would seem to indicate a probable general decline in the price of anthracite coal. Bituminous coal to the extent of 20,000,000 tons is annually consumed in this country, which with the exception of about 2,000,000 tons, pays a gold duty of 75 cents per ton, is all produced here. Anthracite coal, it is stated, would pay very handsomely if retailed in this market at \$5.50 per ton, delivered.

—The Sprague Mills in Cranston and other parts of Rhode Island are either closed or running with short help. At the Mills are shut down, thereby throwing 1,000 operatives out of employment. It is expected that there will be another suspension of A. & W. A. Sprague & Co., (now in the hands of Zachariah Chaffee, trustee), on account of default of interest on extension notes for July.

—A change has been made in the straw business at Foxboro'. The Union Straw Works and the Bay State Straw Works of Middleboro' have united their interests and are hereafter to be run together as a joint stock company, with a capital of \$500,000. The capital has all been subscribed and business operations will be commenced immediately.

—Mr. Edward Watson, the owner of Clark's Island, in Duxbury Bay, died last week at the age of nearly 90 years. He was born and had always lived upon the island, which has a historical interest from the fact that the pilgrims of the Mayflower passed their first Sabbath after landing upon this island.

MASSACHUSETTS MANUFACTURING

STOCKS, such as are dealt in to any considerable extent, show a steady decline in value, and like nearly everything else in this line, sales are made one after another at a lower price than the previous transaction.

The Boston Journal of Commerce money article, in calling attention to the fact, says: "A few stocks hold their own; of this class is the Amoskeag, at 1,450, unchanged from last sale, May 8th, at 1,500, when it was dividend on \$50, since paid.

Atlantic holds at 20 for the old stock, which is the same as 100 for the new, five shares being consolidated into one. Great Falls is a fraction lower, at 69; Laconia settled from \$25 to 30. This company again passed its dividend, making the fourth time in succession. Naumkeag has declined from 94, June 28th, to 92. Newmarket 500, January 1st, to 425; and Washington 581 June 28th, to 57. Pacific Mills has been offered several times by auction without producing a bidder. If forced to a sale it would bring little over 1,500 per share, probably. Last sales, 1,700."

A mass Sabbath School Convention was held at Martha's Vineyard on Wednesday and Thursday of last week, in which thirteen hundred Sabbath Schools were represented. The Convention was addressed by D. H. Brigham of Springfield, Rev. Smith Baker of Lowell, H. M. Morse, Esq., of Somerville, Rev. L. B. Bates of Boston, Rev. Dr. Blake of Taunton, Rev. H. M. Brown, an evangelist, Rev. W. T. Marsh of Taunton, Rev. S. L. Gracey of East Weymouth, Bishop Haven, and others. Bishop Haven thought that for a proper study of the Bible there should be a change in the present ideas of the Sabbath School. There should be students and accomplished speakers. This would bring about several beneficial results. It would present a continuous course of study covering a life-time. It would occasion real scholarship. It would put our youth in school.

The following is from Mr. Henry S. Wetmore, agent for American Underwriters for the West Coast of South America, regarding the relative merits of Valparaiso and Callao as ports for distressed ships:—"Perhaps it may interest a portion of your readers to know that Callao at present offers many advantages over this port to vessels in distress. Owing to convenience for discharge and storage of cargoes at Callao, the capacious floating dock there, and the rate of exchange being so favorable for countries other than Peru, distressed vessels can get out of Callao for thirty per cent. less money than from here. Owing to the even climate prevailing the year round at Callao there is a vast saving of time also over delays here in Winter season, whilst, in addition, Callao is a 'safe port' at all times; but during the Winter months here there is always danger to vessels in the harbor. Owners having vessels on the West Coast South America might find it to their interest to advise their masters to make Callao if they have to put back to any point this side of Cape Horn."

A PEACE PROPOSITION.—It is stated that the Cheyennes have sent a request to the Indian Commissioner to postpone for eight weeks any hostile movements of the army against Sitting Bull and his murderous tribe. In order that the Cheyennes may visit him and effect a peace. The Indian Commissioner has handed the request to General Sherman, who will attend to it. The Indian Commissioner has removed the agents at Red Cloud and Spotted Tail agencies, for incompetency, and the agencies have been turned over to the War Department.

All agents on the Sioux Reservation have been directed to assist the military authorities in arresting the Sioux warriors who participated in the fight with Custer, as they return to the agencies. These men are placed in the hands of the military authorities as prisoners of war.

The River and Harbor bill has finally passed both Houses of Congress, and aside from the possible veto of the President is a fixed fact. All the appropriations for local surveys has been stricken out, except \$10,000 for Galveston harbor. As passed, the bill appropriates \$4,677,500, of which New England gets all told, \$210,000; Massachusetts, Boston harbor \$50,000, Fall River and New Bedford harbors \$10,000 each, Provincetown harbor \$4,000; Rhode Island gets \$45,000; Connecticut \$35,000; Maine \$20,000; New Hampshire \$14,000; Vermont \$22,000.

The Rev. William Clift, of Mystic Conn., stated in a recent sermon that the period of human life had been on an average increased by at least ten years in that vicinity during the period covered by the last fifty years, the number of septuagenarians having so largely increased as to be almost a rule—and this mainly owing to the more temperate habits of the population.

The new cotton factory at Atlanta, Ga., which is nearly completed and ready for operation, will be one of the largest in the world. It will contain 21,500 spindles and 800 looms, and when in full operation will give employment to over 500 operatives. Despite the fact that many of the Northern cotton mills are at a stand-still, it is noticeable that the Southern factories are working on full time, while new factories are rapidly springing up.

It is understood that 5,000 dozen of bottled lager beer are sold in Boston, daily.

General Tom Thumb is said to have exchanged his yacht Maggie B. for a solitaire diamond valued at \$3,000.

The President has appointed Edward Wilkins Collector of Baltimore in place of Booth, whose resignation was asked for.

SCURVY AMONG SEAMEN.—The London Echo says:—"Scurvy, which was at one time the scourge of seamen, is popularly believed to have disappeared under the combined influence of preserved meats and lime juice. Unfortunately this is only partially true. A few months ago a British ship reached this country with a majority of its crew so disabled by the disease that they had to be carried ashore. Salt meat is looked upon as the main cause of scurvy, but Mr. Galloway, a well-known Dublin chemist, in a recent pamphlet, seems to think that it is not the salt which is the cause of the evil. Salt is a necessary of life. So essential is it that a man will not only barter gold for it, but will, as in some parts of Africa, sell even their nearest relatives to procure it. In other countries children will suck a piece of rock-salt as if it were sugar; and in barbarous times one of the most horrible of punishments was feeding culprits on food without salt. Thus Mr. Galloway does not consider salt to be the cause of scurvy, but the want of potash, which the preservation of meat by brine takes out of the flesh, in which it naturally exists. The specific action of lime-juice is little known, but is believed to consist in supplying this potash, which is dissolved out in the brine of salted provisions. Mr. Galloway, therefore, proposes to add to the food of seamen and others using salt meat phosphate of potash, which might be used in the same way that common salt is. The plan is worth trying, though we cannot see why, if lime-juice is regularly served out, in accordance with the regulations of the Merchant Shipping Act as at present in force, this should be necessary. Preserved meats ought also to enter into the dietary of seamen at regular intervals. If then scurvy breaks out on board ship there must have been some gross negligence on the part of the captain or owners in fulfilling the provisions of the law. Want of exercise and cold will sometimes cause scurvy, as among the Danes in South Greenland during the Winter, though they scarcely touch salted provisions. But seamen are not apt to be subject to that predisposing cause. They are actively enough employed on a voyage. While on the subject, it may not be impertinent to inquire when the report on the outbreak of scurvy in the ship we have already referred to is to be supplied? It is understood to have been long ago concluded, and to contain some startling revelations, but as yet it has not been laid on the table of the House of Commons. The session is coming to a close, and we are sure, whatever may be the wish of the Board of Trade, that a good number of the friends of Poor Jack would like to discuss it."

WIRE VS. HEMP CORDAGE.—The introduction of large ships of war has rendered the old-fashioned hawsers comparatively useless. It is found impossible for men to handle larger cable and hawsers than are used for 6000 ton vessels. For this reason some new experiments have been made with steel hawsers at Devonport under the authority of the British Government. The steel hawser used was 8 inches in circumference against a hemp one 25 inches in circumference. The report as to hardness in working was entirely in favor of the steel wire hawser. Another great consideration is that 120 fathoms of 24-inch hemp cable weighs 7 tons 16 cwt., while the same number of fathoms of 8-inch wire cable, which is equal to it, if it does not exceed, the strength of the other, weighs only 2½ tons. The wire rope which was tested is equal in strength to a 2½ inch chain, the weight of which would be 16 tons.

A Plymouth woman who recently failed for violating an almost obsolete law requiring the finder of property to publish a notice of the finding, within two days.

The Will of the late William T. Garner was made April 5th, 1871, and directs that his business be carried on under the name of Garner & Co., during the lifetime of his wife and daughter Florence, his wife to receive \$70,000 per year out of the profits of the business; his two children to be educated out of the same until they are 25. At the death of his wife and daughter Florence the business is to be sold out and divided among his heirs, the sons, if any, to receive double the amount of the daughters; in the event of no children living, or their leaving no issue, his estate to be divided between his sisters, Frances A. Lawrence and Anna Garner, and his niece, Fanny Garner.

A Springfield estate which was appraised at \$13,500 by good judges three years ago, could not bring \$6,000 a short time since. It is only an instance of the general condition of real estate in the city. Many tenements are empty, and in many cases buildings do not bring enough to cover the expenses.

Northampton is glorying, just now, in the honesty of a small boy, too young to undertake wicked jokes, who was found on the street, the other day, earnestly inquiring where he could find A. W. Faber. "And what do you want of Mr. Faber?" asked a bystander. "Why," replied the boy, "you see I've found a piece of rubber that has his name upon it, and I am going to take it back to him."

The Concord Union carriage manufactory has just finished a new thing in the line of carriage axles, by which it is impossible for grease to work into the hub and loosen spokes. The nut which holds the wheel on the axle is on the inside, instead of the outside end of the axle, and is so adjusted that no dirt can get to the axle.

The value of the real and personal estate in New York is \$1,111,054,343, and the sum to be raised by taxation is \$30,904,386.64. The deficiencies in the taxes levied in the past six years amounts to \$6,000,000.

FISHER'S ISLAND SAVAGES.—A correspondent of the Edinburgh Scotsman, in an account of a passage from Sydney, in May, 1876, says in passing Fisher's Island close to New Ireland, about forty canoes came alongside with crews of from one to six men, bringing with them bananas, coconuts and apples. These creatures wore no clothes of any kind, barring a few who sported head-dresses. They stand about 5 feet 4, rather well made, not stout, nor of the deep black you see an African nigger, but more of a Bengalee color and appearance. The hair seems to have been originally black, but they dye it two or three different colors. There were a few tattooed, but to a very small extent. These men seemed to be quite friendly, trying to make us understand them. We gave them a lot of clothes and little odds and ends. Knives they were anxious to get, but, above all things, bottles. They use the glass for carrying on wood. One fellow got a looking-glass, he turned it round and round, up and down, just like a monkey, wanting to see the inside. I shall never forget the laugh he gave when at last he saw his black face in it. The more he laughed the more his likeness laughed; he could not make it out, he imagined there was some one back of the glass.

The clothes we gave them had only one fault, that was they did not know how to put them on. It was ludicrous to see them trying to put on vests. It showed how little they know of white men, if anything. We offered them pipes, tobacco and matches, but they refused them all. I think it probable these savages had never seen a steamer or white man before, and everything being beyond their comprehension, accounts for their not being frightened. There were about two hundred of them, and a great many more coming off, but we could not wait. I have every reason to believe that we made a good impression on them; but they are not to be trusted. When vessels are lost on the islands, they first take the ship, then murder the whites, and eat them. The canoes are very nicely cut out of a log, and prettily ornamented at the ends. This they do with sharp stones. They use a small paddle as an oar. On our steaming ahead, they accompanied us two or three miles; but seeing they could not keep pace, they gave us a loud cheer and turned homeward."

—William Craft, who made his escape from slavery with his wife, Ellen Craft, nearly thirty years ago, has been in Concord soliciting aid for a manual labor school which he established in Georgia, near Savannah, some five or six years ago. A free day-school is maintained on the plantation, which is under the instruction of a son of Mr. Craft. The object is to make the school self-sustaining, after once being thoroughly established. The families residing on the plantation are engaged principally in rice culture. They are needing, however, more implements for their labor. After the passage of the fugitive slave law, William and Ellen Craft went to England, having been married by Theodore Parker, who presented them with a revolver at the conclusion of the ceremony, and it was not until 1869 that they returned to this country. In the meantime he spent several years in Africa, as the agent of a society for the breaking up of the slave trade in Dahomey.

The Church of England Temperance Society has for some time tried the experiment of establishing stalls for the sale of non-intoxicating drinks. Thirteen of these stalls have been opened in London, and their success has encouraged the society to extend the system to other towns. A plan has also been devised to send wheelbarrows through the agricultural districts at harvest time, in order to supply the harvesters with temperance drinks.

Robert Cousens, a wealthy farmer of Limerick, Me., went into the woods recently to cut fencing poles. Before going to work he took off his vest, which contained a wallet, in which were \$200 in bills and a few silver coins, and hung it on a limb. Not long after one of his oxen came along, splied the vest, devoured and swallowed it, wallet, bills and all, save the silver coins, which were left upon the ground.

The Providence Journal remarks:—"The beauties of the trustee process were illustrated the other day, when a man allowed a peripatetic stove dealer to send some kerosene device to his house for trial, found his week's wages garnished for a bill he had never received—an assumed debt that had never been demanded. The process, if successful, will make his stove cost double price."

The saving of expense to the city of Taunton of waterpiping, compared with their cost a few years ago, is a large item. In 1872 iron was \$55 per ton, and the pipes would have cost \$70 per ton at least. Now the piping is delivered at \$35 per ton or about 14 cents per pound. It will require about 3,000 tons under the water contract, making a difference of over \$150,000 in laying and completing this branch alone compared with the expense four years ago. In 1864 pig iron stood still higher, \$75 per ton, now \$17 per ton.

There is considerable talk of the West Warren, Mass., cotton mills being shut down. The price of goods are so low that the owners claim that they can hardly pay for the raw material. If they do shut down it will throw a great many out of employment.

Asa A. Tufts, Esq., of Dover, N. H., who has kept a weather record since 1832, reports June, this year, the warmest since 1838, when the mean temperature was only two-tenths of a degree warmer than this year. For 29 consecutive days from June 23d, this year, the mercury was 80° and upward—a most remarkable heated term. The highest temperature reached in Dover was 97°, on the 20th of July.

NANTUCKET 100 YEARS AGO.—One

Hector St. John Crevecoeur, author of Letters from an American Farmer, has supplied some curious information about the inhabitants of Nantucket shortly before the war of Independence. They were distinguished for their frugality and simplicity:

"They are so tenacious of their ancient habits of industry that if any of them were to be seen with a long coat made of English cloth on any other than the First day, he would be greatly ridiculed and censured. He would be looked upon as a careless spendthrift, whom it would be unsafe to trust and vain to relieve. A few years ago two single-horse chairs were imported from Boston, to the great offense of these prudent citizens. Nothing appeared to them more culpable than the use of such gaudy painted vehicles, in contempt of the more useful and more simple carriages of their fathers. This piece of extravagant and unknown luxury almost caused a schism, and set every tongue agog. Some predicted the approaching ruin of those families that had imported them. Others feared the dangers of example. Never since the foundation of the town had anything happened which so much alarmed the primitive community."

We are told that the owner of one of the chairs, penitent and stricken with remorse, actually returned his purchase to Boston. The other, more wicked, and, we presume of stronger character, defied public opinion until at last it yielded, and people began to think that the new chair was not such a bad thing after all.

A graphic account is given of the home life of these simple people, of the affectionate character of their family relations, of their harmless recreations, of their industry, and of the happiness and concord which prevailed the entire population. All were clad in good homespun cloth. "First days are the only seasons when it is lawful for both sexes to exhibit some garments of English manufacture; even these are of the most moderate price and of gravest colors. There is no kind of difference in their dress; they are all clad alike, and resemble, in that respect, the members of one family." Industry, frugality and peace seem, indeed, to have been the prominent features of the whole community, which, not improbably, was among the most happy and united that the history of the country records.

CREW LIST OF VESSELS SAILED.

Bark Mattapoisett, Capt. Welcome J. Lawton, sailed from this port August 7th, 1876, for the Atlantic Ocean. The following persons compose her crew:

William G. Morton, of Brockton, first mate; T. G. Sloan, of New Bedford, second mate; Patrick Rooney, do., cooper and shipkeeper; Thomas Wilson, do., William G. Taber, do., boatsteerer; Michael Silva, do., steward; John Bell, do., cook; James Kanaaka, do., Andrew Joss, do., Quisno Simon, do., John Lawrence, do., Peter DeGracia, do., Henry Jones, do., J. E. Deaton, Jr., Fairhaven, Frank Downing, New York, Elisha J. Glazier, Williamantic, Conn., Frank B. Borden, Fall River, W. A. Fielding, Hartford, and Edward A. Woolley, Chicago, seamen.

Bark Atlantic, Capt. Benjamin F. Wing, sailed from this port August 8th, 1876, for the Indian Ocean. The following persons compose her crew:

H. M. Gifford, of Fairhaven, first mate; Wickham Cudde, of Southampton, second mate; Thomas Pease, of New Bedford, third mate; Francis Peters, of Gay Head, fourth mate; August Becker, New Bedford, cooper; John S. Sweeney, do., Abram F. Cooper, Jr., do., William A. Reed, South Dartmouth, and Frank F. Mosher, do., boatsteerers; James A. Coram, New Bedford, steward and shipkeeper; James T. New York, cook; Reuben Degroot, Newbury, N. Y., John D. Mitchell, New Bedford, Prudence Gomez, do., Joseph Montano, do., John Alfano, do., Joseph Cabral, do., John Joseph, do., John F. Baker, do., Samuel P. Chase, do., William Hesling, do., Pablo Allen, do., Walter W. L. Ricketson, do., William Jenney, Fairhaven, Charles Gumbert, New York, T. Tillmanns, do., William T. Lavare, Jr., South Dartmouth, Alfred E. Gamsley, do., George W. Thompson, Dartmouth, John M. Cornell, do., E. Howland, Brooklyn, N. Y., and Edward James, Tibsury, seamen.

MARRIED.

In this city, 10th inst., Mr. Thomas A. Taylor to Miss Christie Ann McKenzie, both of this city.

In Dartmouth, 5th inst., Mr. Isaac S. Fish to Miss Eliza Slocum, both of Portsmouth, R. I.

DIED.

In this city, 6th inst., Samuel Sanderson, 41, 7th, Lewis Boutell, 78 years and 6 months; Mary J., wife of William H. Bliss, 30 years and 6 months; Sarah Thompson, 28; Alice E., youngest child of James A. and Charlotte L. V. Libby, 9 months and 14 days; Elizabeth Lynch, 43; Timothy, infant son of Timothy and Johannah Sullivan, 11 months and 7 days; William J., infant son of William J. and Mary E. King, 3 months and 10 days; Maria, daughter of William and Maria Perry, 30; Lily Marie, daughter of Eva Danforth, 6 months; Emma, infant daughter of Joseph and Mary Doot, 3 months; Florence, infant daughter of Michael and Mary Marshall, 7 months and 3 days; infant son of Michael and Elizabeth Stapleton; Sarah B., wife of Judge A. B. Guilgon, of Richmond, Va.; 16th, James H., son of Charles M. and Catherine A. Borden, 22 years and 4 months; Frederick A. Washington, 24; 12th, Miss Rebecca Richmond, of her 80th year; Philip Reed, 56; Capt. L. C. Wordell, in his 45th year; Freddie E., son of Rufus M. and Adeline L. Ashley, 1 year and 1 month.

In Nantucket, 4th inst., Sarah, wife of James Gillespie, 78; Elizabeth L., daughter of Simon L. and Julia L. Lewis, 2 years, 3 months and 25 days; Mary F., daughter of the late Capt. George F. and Anna C. Joy, 50 years, 4 months and 25 days.

In Norton, 1st inst., George W. Smith, 53. In Palmyra, N. Y., 6th inst., Capt. Stephen Taber, formerly of Acushnet, 68.

In Flint, Mich., 4th inst., Rev. John Orrell, formerly of this city.

PROPOSALS FOR WOOD AND CHARCOAL.

CITY OF NEW BEDFORD, Aug. 9th, 1876. SEALED proposals for supplying the City of New Bedford with wood and charcoal will be received at the office of the City Clerk until Thursday, the 24th inst., at 12 o'clock M., viz:

400 cords more or less, of best quality, seasoned Oak or Maple Wood, to be delivered at the City Yard on High street, at such times as the Committee on Fuel may direct; also, 3,000 bushels, more or less, of the best quality, white Pine Charcoal, to be delivered at such times and places as the said Committee may direct.

The Committee on Fuel reserve the right to reject any or all bids offered.

Per order of the Committee on Fuel, HENRY T. LEONARD, City Clerk.

aug15 2t

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants over their poisoning power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Small-pox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroy all poisons in the blood.

His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice, Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

ap15-76 6m

COMMONWEALTH OF MASSACHUSETTS.

CITY OF NEW BEDFORD.

To Henry C. Hathaway, Luther M. Dayton, John Corey, Henry J. Thompson, William J. Norton, Jr., Patrick Cannan, Edward W. Waite, William E. Macomber and Lemuel D. Adams, Constables of the City of New Bedford.

I, the Mayor of the Commonwealth of Massachusetts, you are hereby required to proceed forthwith to kill or cause to be killed all dogs within the said City not duly licensed and collared according to the provisions of the act of the year eighteen hundred and sixty-seven, entitled "An act concerning dogs, and for the protection of sheep and other domestic animals," and you are further required to make and enter complaint against the owner or keeper of any such dog.

Hereof fail not and make due return of this warrant with your doings therein, stating the number of dogs killed and the names of the owners or keepers thereof, and whether all unlicensed dogs in said city have been killed, and the names of persons against whom complaints have been made under the provisions of said act, and whether complaints have been made and entered against all the persons who have failed to comply with the provisions of said act, on or before the first day of October next.

Given under my hand and seal, at New Bedford, aforesaid, the 7th day of July, in the year eighteen hundred and seventy-six.

ABRAHAM H. HOWLAND, Jr., Mayor.

HENRY C. HATHAWAY, City Marshal, Jyl1 and Constable of New Bedford.

FOR THE AZORES.

THE A1 Clipper Bark MODESTA will sail for the Azores, between New Bedford and the Azores Islands, leaving Boston on the 15th inst.

For freight or passage apply to Capt. WILLIAM LEWIS, No. 4 Talbot's Wharf, New Bedford.

MEDINA BROTHERS, 39 Lewis Wharf, Boston.

MANUEL J. SEQUEIRA, Payroll, W. I. or SILVA, CABRAL & P., St. Michaels, W. I.

ap11/76

MARTHA'S VINEYARD.

WOODS HOLE, FALMOUTH HEIGHTS NANTUCKET.

The steamers MARTHA'S VINEYARD, Capt. Benjamin C. Cronwell, and MONAHANSETT, Capt. Charles C. Cronwell, will run as follows:

On and after July 17th, 1876, leave New Bedford for Vineyard Highlands and Oak Bluffs, leaving New Bedford at 10 A. M., New York boats and trains, and 6:30 A. M. train from Taunton; 10 A. M., being hour of arrival of trains leaving Boston at 11:10 A. M., Providence at 10:50 A. M., Worcester 9:30 A. M., Fitchburg 9:05 A. M., Lowell 7:50 A. M., Hartford 6:30 A. M., New York 5:40 A. M. Fall river 12 M., Taunton 12:15 P. M., 1:15 P. M., being hour of arrival of trains leaving Boston at 1:10 P. M., Providence 1:35 P. M., Hartford 1:45 A. M., Taunton 3 P. M.

Leave New Bedford for Woods Hole at 4:15 P. M. For Vineyard Haven at 4:15 P. M. For Edgartown at 10 A. M. and 4:15 P.

Whaler's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34. NEW BEDFORD, TUESDAY MORNING AUGUST 22, 1876. NO 27.

The Whaler's Shipping List,
AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY EBEN. P. RAYMOND,
South Second St., New Bedford, Mass.
TERMS.—\$3.50 per annum, in advance. Single copies 8 cents.
No paper will be discontinued until all arrears are paid, except at the option of the publisher.
Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.
The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.
A complete list of American Whaling vessels with their latest report from each, is contained in this paper.

FOREIGN AGENTS.
JOHN GODDARD & CO., 79 Racechurch Street, London, England, E. C.
FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.
A. W. PIERCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of arrival, and the amount of Oil and Whale-bone brought by each vessel.

	Bls.	sp	bls.	bone.
JANUARY.				
By Railroad, N. B.	101	101	40,885	
Jos. Nickerson, N. Y.	101	101	4,500	
Nile, N. L.	372	372	7,500	
do. on freight,	138	138		
Colon, N. B.	81	81		
Gem, " "	182	182	52,885	

FEBRUARY.				
Humber, Boston,	70	70		
Azor, " "	1,185	1,185		
City of Dallas, N. Y.	151	151	2,945	
Young America, " "	69	69		
do. on freight,	333	333		
Bart. Gosnell, N. B.	82	82		
A. Blake, Marion,	2,305	2,305	3,367	

APRIL.				
Syren, N. B.	93	93	5,493	
L. P. Simmons, N. L.	1,000	1,000		
Flying Fish, " "	1,606	1,606	15,000	
Europa, N. B.	150	150		
Helen Mar, N. B.	101	101		
do. on freight,	301	301		
Ceylon, " "	1,550	1,550		
Merrimack, " "	43	43		
Colon, N. Y.	160	160		
Alfred Keen, Bst'n,	375	375		
Desdemona, N. B.	1,100	1,100		
do. on freight,	40	40		
G. City, Ferdinand,	375	375		

MAY.				
Arnold, N. B.	620	620	125	
do. on freight,	410	410		
Marcella, N. B.	1,093	1,093		
Sarah, " "	600	600	320	
CH Pigeon, " "	210	210		
do. on freight,	110	110		
Colon, N. L.	40	40	300	
do. on freight,	1,425	1,425		
Carondelet, N. Y.	68	68		
Staford, N. B.	375	375		

JUNE.				
Gov. Morton, N. B.	250	250	985	
R. W. Wood, N. B.	1,673	1,673	545	
Trition, " "	34	34	1,300	
do. on freight,	400	400		
President, N. B.	60	60		
Andes, N. Y.	172	172		
Merrin, N. B.	850	850		
Crescent City, N. Y.	159	159		
Alps, " "				

JULY.				
Elvie Allen, N. B.	2,273	2,273	72	
Matapouseth, " "	200	200		
Wm & Anthony, N. B.	1,151	1,151		
Colon, N. Y.	593	593	22	
Azor, Boston,	520	520		
Europa, N. B.	1,140	1,140	90	
do. on freight,	790	790	300	
Eliza Adams, N. B.	1,140	1,140	500	
do. on freight,	390	390		
Eliz Phillips, " "	110	110	220	
Ellen Ruzpah, " "	110	110		

AUGUST.				
Agate, N. B.	200	200	100	
Amizade, N. B.	60	60		

LIST OF WHALERS IN PORT.				
NEW BEDFORD				
Ship California,				
Daniel Webster,				
Eliza Adams, Cornell, Atlantic, Sept.				
Bartholomew, Billow, Lane, Pacific, Sept.				
Cape Horn Pigeon, Baker, Pacific,				
Cicero, Foster, Atlantic, September.				
R. B. Phillips, Francis, Atlantic,				
Europa,				
Merrin,				
Progress,				
Trition, Keith, Atlantic,				
Brig E. H. Adams,				
General Newell, Atlantic, Sept.				
Schr. Ellen Rodman, West, Atlantic,				
Franklin, Sprague, Atlantic, August.				

WHALERS TO ARRIVE IN 1876.				
The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:				
NEW BEDFORD.				
Commodore Morris,	sp.	wh.	bone.	
do. on freight,	25			
Coral,	180	350		
do. on freight,	682	475		
Golden City,	110			
Jaeger,	250			
Mary Frazier,	250	60		
do. on freight,	790	310		
Mercury,	600	500		
Milton,	1,740	200		
Osprey,	160			
Pacific,	400			
Seine,	300	25	500	
Union,	19			
Wave,	130			

WESTPORT.

Andrew Hicks, 600

WHALING GUNS.

THE subscriber flatters himself that his BOMB LANCE for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same. The Lances are for sale by the following Agents, and at the manufactory, by
Norwich, Ct., Feb. 20th, 1876.
AGENTS.
Edward P. Haskell, New Bedford, Mass.
Union Wharf Co., Provincetown, Mass.
Homan Smith, 21 Fulton Street, Boston.
Crocker, Wood & Co., New York City.
Williams & Barnes, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
F. A. BARKER, Russell, Bay of Islands New Zealand.
feb29'76.

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 The New-York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held the first place in the estimation of the public; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, The Times has always borne a very high reputation throughout the United States. It is free from all sectional advertisements and reports, and under no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The dignified and judicious manner in which it has conducted its editorial and editorial duties, which pollute so many newspapers of the day, are not admitted into the columns of The Times on any terms. The paper, moreover, has always resisted the demagogic theories advocated by miscellaneous journals, and has opposed those attacks on the family as the basis of society which are so frequently made, and which have led to so much misery and crime.

As a political journal, The Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any administration, or upon the course of any leaders. Its attitude is that of independence within the Republican Party, for in that way can the interests of the people be most effectively served. The Republican Party is essential to a constitutional country, and when journals profess to have "no party" it is because they have no principles. The Times is faithful to the convictions and aims upon which it has been identified. It has supported the Republican Party in the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. It has kept faith with the nation, and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to the principles of the party, and it will keep faith with the nation, and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to the principles of the party, and it will keep faith with the nation, and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians.

TERMS TO MAIL SUBSCRIBERS: All editions of The Times are sent free of postage in the United States. THE DAILY TIMES, per annum, including the Sunday Edition, \$12. THE SUNDAY EDITION, per annum, \$2. THE SUNDAY EDITION, per annum, \$2.

THE NEW-YORK WEEKLY TIMES.

A PAPER FOR THE FARMER. A PAPER FOR THE MECHANIC. A PAPER FOR THE PEOPLE.

THE NEW-YORK WEEKLY TIMES WILL CONTAIN

Selected Editorials from the Daily Times, General News, and the Proceedings of the Legislature, Full and Interesting Correspondence, Book Reviews, the Choice Literary Selections, Original Stories by Bret Harte and other distinguished writers. Its most prominent feature will be a complete Agricultural Department, with Original Articles from Practical Farmers; Complete Weekly Market Reports; Full Reports of the American Institute of Farmers' Club; Financial, Domestic Produce, Live Stock, Dry Goods, and General Markets.

IN CLUBS OF THIRTY, ONE DOLLAR PER ANNUM.

ONE COPY, ONE YEAR, \$7.50. Five Copies (per annum) \$37.50. Ten Copies " " 75.00. Twenty Copies " " 150.00. Thirty Copies " " 225.00. AND ONE EXTRA COPY TO EACH CLUB. For every five copies, one copy of THE NEW-YORK WEEKLY TIMES to the getter up of the Club.

POSTAGE FREE TO SUBSCRIBERS.

NEW-YORK WEEKLY TIMES is published every Tuesday and Friday, and contains all the agricultural and literary matter of the Weekly edition, and a full and careful compilation of editorial and news features of the Daily.

Terms of the Semi-Weekly Times: One copy, one year, \$3; two copies, one year, \$5; ten copies, one year, (and one extra copy free) \$25. Subscriptions to either of our editions received for a less length of time than one year at the yearly rate. The Semi-Weekly and Weekly mailed one year to clerical men at the lowest rates. Specimen copies sent upon application. POSTAGE FREE TO SUBSCRIBERS. These prices are invariable. We have no traveling agents. Remit in drafts on New York or Post Office Money Orders. If possible, and where neither of these can be procured send the money in a registered letter. Terms, cash in advance. Address THE NEW-YORK TIMES, New-York City.

A SPELLING MATCH.

The lamps were just lighted in the Town-hall, each tin reflector doing its best to emulate the dignified glitter of silver. The audience were assembling by twos and threes. Behind the green curtain which hid the platform a dozen boys and as many girls stood beside a table on which were placed the prizes for which they were about to compete in the great spelling match—an event which had convulsed Duxbury Corners to its centre, had set the sewing circles in a flutter, and caused Webster's and Worcester's dictionaries to take temporary rank, with the young people of the town, as the most thrilling works in the English language.

The prizes were three in number. No. 1 was, of course, that inevitable "Rogers group," which, for unknown reasons, is always selected as reward for champion spellers in the rural districts. No. 2 was *The Beauties of William Shakespeare*, a fat volume in red and gold binding. No. 3 consisted of *A Thesaurus of English Words*, in blue and gold, gorgeous also, but as befitted a third prize, less gorgeous than *The Beauties of William Shakespeare*. It was upon the "group," in gray plaster that the eyes of the girls were most admiringly fixed; the boys liked the books as well.

"They're splendid, all of them," remarked little Carrie Powell. "I do admire statues so much!" "Perfectly splendid! elegant! magnificent!" echoed a chorus. "I wonder who'll get the first?" asked Daisy Lee, in a half whisper. "O, Ray, of course. He's taken two first prizes already."

"My father says it isn't fair that Ray Pelham should compete again," said John Stackpole, in a surly tone. "He's the best speller in this country—every one knows that. And now he ought to stand off and give somebody else a chance." "He's real old, too—'most nineteen!" added a little boy of ten.

"John's right; it isn't fair. Ray ought not to be in the match at all," cried two or three others. "None of us 'll have the least chance if he is," muttered Carrie. "Oh, but do you know, I think it is fair," said Mary Alger. "Ray's the champion now; he holds the belt. Of course he must fight everybody who tries against him. There's always a chance in spelling. Really good spellers are often tripped up by some easy little word which you'd think they could spell in a minute." Mary ended with a sigh, for this had been her own fate. She was a "really good speller," and had twice failed of a prize.

"She did not see Ray, who had entered as she began to speak. He had never particularly noticed Mary Alger before. She was not a pretty girl, judged by the Duxbury standard, though an artist might have found something to admire in the lines of her head and throat, in the exquisitely fine pale skin and deep set gray eyes. Neither was she a favorite. Her reserve and shyness were taken for pride, the depression of knowing herself misjudged made her awkward, and her ordinary manner was cold and silent. She seldom made so long a speech as on this occasion. And the girls opened their eyes as they listened. Ray was amazed also. He was not a stupid boy, and it dawned upon him that it was an impulse of generous justice in his behalf which had unlocked the lips of this usually tongue-tied Mary, and her face for the first time struck him as pretty.

The other girls chattered on, but Mary had said her say, and stood silently looking at the plaster group. Ray saw that she admired it intensely, and a half wish crossed her mind that she might win it—only a half one, for to the successful success becomes indispensable, and the desire to be first was very strong upon the ambitious young fellow. Presently an avalanche of camp-chair, followed by a procession of squeaking boots, announced the arrival of the "Committee of Reference." The boys and girls ranged themselves in parallel rows. Mr. Ashe, Principal of the Academy, appeared with a formidable MS. roll in his hand. The curtain rose; the audience clapped. "Now, my young friends, I beg that you will speak as distinctly as possible," said Mr. Ashe. With that he consulted his roll, gave out the first word, "hippopotamus," and the strife commenced.

"Twere vain to tell what steeds gave o'er, As swept the night!" But Harry demanded in vain. Ray explained no farther. After a while they walked back to the hay field. Their conversation had an auditor—an unexpected one. Mary Alger was perched in the tree under which the boys stood as they talked. It was an oak tree, low, broad, easily climbed, and bearing aloft, ten feet or so from the ground, a gnarled bow whose crotch made a comfortable seat. For years it had been Mary's habit to come to this spot and there study her lessons, read or dream; but it was a habit which she carefully concealed. She was far too big to climb trees now, said her mother. Mary admitted it; still she climbed.

She made a pretty picture, half sitting, half lying, among the branches, the Summer wind waving the folds of her dress, her face full of the puzzle caused by Ray's

"I-l-l-g-g-i-b-l-e," spelled John Beach. "Wrong," said Mr. Ashe; and John, crest-fallen, creaked his way off the stage. Each of the three competitors now left was sure of a prize. The question was, which prize?

Mr. Ashe had exhausted his roll, and produced from his pocket a deadly little volume, full of what a sportsman would call "croppers." Aha! Owen Briery tripped up. The word "benzoïn" proved too much for him. Only Ray and Mary were left. The audience held its breath as first one and then the other triumphantly surmounted words which sounded fatally difficult to less instructed ears.

It is at such crisis as these that many nerves win the day. Out of the corner of his eye Ray saw the flush rise and deepen on Mary's cheeks, and her fingers clasp and pinch each other. She was getting flustered; in another moment she would blunder. Suddenly a generous impulse took possession of him. She cared so very much for this plaster thing! Why not for once give in, and be content to come out second! It all passed through his mind in a flash, and his resolution was taken.

"Pentateuch," gave out Mr. Ashe. To the unbounded astonishment of the audience, Ray Pelham rose and spelled the word thus: "P-e-n-t-a-y-t-u-k-e."

There was a roar of laughter, in which every one joined except the bewildered Mary. Her wonderment lasted but a moment, chased by triumph and pleasure. Mr. Ashe placed the "Union Refugees," in her arms; the boys and girls crowded round her.

"I'm real glad, Mary," said Ray heartily.

"Are you, Ray? That's good of you," she said. Her cheeks were flushed with excitement, her eyes sparkled becomingly. Several old ladies went home declaring that "really, now, Mary Alger was 'most a handsome girl. She looked as pretty as a pink with them fingers in her arms. It was a pity she was so dull and stuck-up, for she wasn't so bad-looking, after all." Ray was of their opinion, only he didn't agree with them as to the "stuck-up."

The evening of the spelling match dated a change in Mary's life. She did not know how it was, but people seemed kinder and life easier and the world pleasanter from that time on. Were the boys and girls more friendly? Did the sun shine more than it used to do? Were lessons easier, or was her own shy stiffness more manageable? Or was it that Ray, with his frank face and good-natured ways, seemed to turn up at her side everywhere, doing things for her, explaining, cheering, bringing her, as it were, en rapport with herself and with other people? I do not know; Mary could not have explained; but something must have been at the bottom of this altered world, with its pleasant change of sequences; and certain it is that in the course of a few months she and Ray grew to be great friends.

No more spelling matches were held in Duxbury, the memory of this famous evening did not die, and Ray had to bear frequent references to his blunder. Boys who envied or did not like him, or who were temporarily disaffected with something said or done, were apt to soothe their souls by dragging the word "Pentateuch" into the conversation. Ray bore these small shafts philosophically; his friends felt them more keenly.

"How did you come to make that darned mistake?" indignantly demanded Harry Platt one day, dragging him off under cover of the woods which bordered the ten-acre lot they were mowing. It riles me like anything. There's that little whippy-snappy Jack Pomeroy always at you with 'Pentateuch' in his teeth. How did it happen, Ray? You are the best speller of us all."

"Easy enough to make a mistake," replied Ray, whipping a mullein from its stalk with a blow of the scythe.

"Pshaw! not a mistake like that. Why, little Peter Potter knows better. And you—"

"Ha! if you give me your word not to tell, I'll say something—"

"Well, I do. What is it?"

"I did know better. I'm not such a fool that I can't spell 'Pentateuch.' I missed on purpose that night. I had a reason."

"A reason!—what?"

But Harry demanded in vain. Ray explained no farther. After a while they walked back to the hay field.

Their conversation had an auditor—an unexpected one. Mary Alger was perched in the tree under which the boys stood as they talked. It was an oak tree, low, broad, easily climbed, and bearing aloft, ten feet or so from the ground, a gnarled bow whose crotch made a comfortable seat. For years it had been Mary's habit to come to this spot and there study her lessons, read or dream; but it was a habit which she carefully concealed. She was far too big to climb trees now, said her mother. Mary admitted it; still she climbed.

She made a pretty picture, half sitting, half lying, among the branches, the Summer wind waving the folds of her dress, her face full of the puzzle caused by Ray's

overheard confession. Why had he missed on purpose? What was the "reason?" A sudden flood of red broke over her face at last. Had she guessed the truth? She could not rest till she knew.

When a woman wishes to carry a point, she usually takes the offensive. Mary took it. It was the very next evening. She and Ray were walking home from their choir practice.

"Ray," she said, turning upon him "why did you misspell that night at the match—misspell on purpose?"

"I—I— What makes you think I did?" stammered Ray, taken off his guard.

"I know you did. Tell me about it."

"You can't know," said Ray.

"Well, if you won't tell me, I'll tell you—shall I? You saw that a girl wanted the prize very much, and you felt generous. And so, because you were a mum— Oh, Ray, it was very good of you; but you must make the group back. I can't keep it—I can't indeed! you must take it."

"Now, Mary, don't get excited," said Ray, guiding her toward a mossy log and seating himself beside her. "We'll discuss this matter. Suppose it was as you say (which I don't admit), the prize would be yours all the same."

"Not a bit; it would be yours. You're a splendid speller, Ray, a great deal better than I am—when you don't miss on purpose. It's your right to be first; I'd rather be second after you; really I would—a great deal rather. I'll never forget what you did, Ray—never; but you ought to have the 'Refugees,' and you must take it."

"Very well," said Ray, his eyes lighting up with an odd twinkle; "I will. But it's on one condition, Mary." He grew very red. "I'll take it if you'll own it in partnership with me. What's enough for one is enough for two—plaster groups particularly. I'll call the 'Refugees' mine if you'll call it yours, and—if you let me call you mine. What do you say, Mary? Isn't that about fair?"

I suppose Mary had a very strong sense of justice, for she blushed, trembled, half smiled; then she put out one hand timidly to Ray, and then—

The rest may be safely left to the imagination of the reader.

Stagnation of Trade.

The London Saturday Review believes that the real cause of the present depression of trade is, that for a period of about seven years the world went too fast. More especially, it made railroads too fast. Lines that cannot pay for years, if ever, were constructed with borrowed money. Much money was sunk in mere useless personal extravagance. England kept the ball going. It found the money, or a great portion of it, and it sold the goods for which the money was borrowed to procure. Now impetuous foreign countries at once default us of interest and cease to take iron, and investors and manufacturers alike suffer. It must not, however, be supposed that the money sunk in unproductive railways has all been lost to the world. We in England went at one time much too fast with our railways, and very severe suffering was caused by this improvidence; but there can be no doubt that the country as a whole gained by the outlay, and that the general increase of wealth was greater than it would have been had railways been constructed more slowly. That the same thing will prove true of the United States may be said with confidence, and of Russia with some degree of hope. Even in Egypt, great as has been the waste and extravagance, the Khedive is in so good a position, according to Mr. Cave, that he can apply two thirds of his revenues to the payment of his public debt. In all such cases there is a line of separation from the utter waste of borrowed money by States like Turkey and Spain. At present the two extraneous and accidental causes which most tend to disturb the recovery of trade are the Turkish insurrection and the depreciation of silver. It so happens that for the moment there is a lull in the anxiety which both these sources of disturbance produce; but they both offer troublesome questions of which we cannot get rid by merely shutting our eyes. The most that can be done for Turkey is to patch it up for a while. We may lay the ghost of the Eastern Question for one night, but we know that it will haunt us again before long. So again, all speculations as to the course which the silver market will take are valueless until experience has shown whether the silver discoveries in the United States are mere pieces of accidental good luck, or are the beginning of new discoveries on a great scale.

RELATIVE VALUE OF GOLD AND SILVER.

The relative value of gold and silver is stated by Herodotus at 13 to 1, and by Plato at 12 to 1. Mr. Madden reckons it at 10 to 1 in the time of Plato. It stood at 12 to 1 about the date of the Christian era, from which time to the reign of George III. the relative supply of the precious metals so far varied as to reduce the value of silver to about one-sixteenth of that of gold. At the present rates the proportion is but little over 15 to 1. Thus the relative value of the two metals has varied within historic times by as much as 60 per cent.

SCIENTIFIC.

Science and Credulity.

The present age, we suppose, prides itself on being scientific, if it is anything. The achievements of civil engineering, the subtle problem of chemical analysis extended to the furthest limits of stellar space, and a hundred other applications of science, mark the times we live in. The fact cannot be disputed; yet there are other facts equally well attested, which are not quite so flattering, and which serve to show that the scientific habit of looking at things is by no means very widely diffused. How is it that the vagaries of table-turning found so many believers? When Faraday produced an apparatus to demonstrate its fallacy, how many converts did he make? Look at the tens of thousands of people in America who credit a fortune-teller; who would as soon doubt the influence of the moon on the weather as their own existence. No; there are many scientific men in the world, but the mass of our people is not scientific. It is even questionable whether the spread of knowledge could ever make it so. It becomes all the more important that everyone who has the opportunity should cultivate, as far as he can, the scientific temper of mind; and he will do well to begin with a respectable observance of the rules of evidence.

A Useful Tree.

The Caruaba Palm, which grows without any culture in Brazil, can compare favorably with the bamboo, plantain, and other universally useful plants. Its top, when young, is a nutritious article of food. From it are made a kind of sugar, a wine and vinegar, as well as a substance resembling sago. Its woods is utilized for the manufacture of musical instruments, water-pipes and tubes for pumps. A kind of cork is made of its pith, and its roots are used medicinally, having similar properties to sarsaparilla. The pulp of its fruit is an agreeable food, and from the nut an oil can be prepared, or it can be roasted and used as coffee. A kind of flour is made from it, and a liquid resembling that of the cocoa-nut. A strong fibre is got from the trunk, which when dried, is made into mats, hats baskets, and brooms, large quantities of it being exported to Europe, for the manufacture of fine hats. Wax is also made from the leaves, which is used for candle-making, and of which £160,000 worth is exported annually. One excellent property of the tree is that it is so hardy as to flourish in the severest drought.

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.
Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

J. & W. R. WING & CO.,

Have removed to their new Brick Building.

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into Garments as
ordered by customers.



READY MADE CLOTHING
Men's White and Fancy Shirts, Under-shirts and Drawers
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING,
WILLIAM R. WING, HIRSH W. WENTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at
NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to the sea in ships," and will endeavor to give satisfaction in all business transaction, and shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—
FURNISHING GOODS,
And a full line of CLOTHS, CASSIMERES, &c., for Custom trade

The business hereafter will be conducted under the style of DOANE & CO.
T. S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.

SIMEON DOANE.

J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.,

DEALER IN—
FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
Custom and Ready Made
CLOTHING

"NOT SOLD YET."

LOW PRICES.
Continually kept on hand, and
OF THE BEST QUALITY.

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,
A cordial invitation is extended to my SEA-FARING FRIENDS to call and examine before purchasing elsewhere.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,
CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.
The Tailoring Department will be in charge of Mr. L. R. SWIFT, and will guarantee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you to call and examine, all of which will be sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

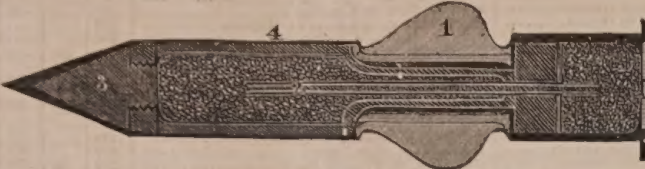
WHALEMEN ATTENTION!

Bomb Guns and Lances.



THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,
— ALSO —
PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and examined them, to be SUPERIOR to all other kinds, and are recommended in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - - New Bedford, Mass.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PEELE SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle men's, Furnishings of every description, also a complete assortment of Cloths, Cassimeres, &c., and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our sea-faring friends and the public are invited to inspect. Garments of all kinds made to order in the best style, and warranted to fit at short notice. Being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN

MOSES C. SWIFT,



NO. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING GENT'S FURNISHING GOODS.

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of
CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,
Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.
Our Sea-faring Friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city customers buy the goods

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.,

SUCCESSORS TO

NOBLE TOWNER.

PHENDERSigned beg to give notice to own-
ers and masters of whaling vessels, that they have succeeded in getting the tonnage due from whaling vessels visiting this port, or the purpose of supplying their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31½ gallons, in lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed.

The expenses attendant on shipment of oil at this port are as follows:

A Package duty of twenty-four cents per barrel; Harbor dues, \$3; Secretary's fee, \$3; and a Harbor Police fee, as follows: Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4. This fee, however, is not incurred unless the vessel remains over 24 hours.

There is now direct communication with the place by mail, which leaves New York about the 23d of every month, and arrives here on the 5th of the following month. All letters forwarded to our care will be safely received, and delivered as addressed. Masters of vessels calling on the Harbor and not wishing to anchor may obtain their letters by coming on shore in a boat, after having been first boarded by the Health Officer—and will only incur the expense of that officer's fee—\$1.

New Bedford papers always on file for inspection.

W. P. LEACOCK & CO.

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Boston, Clinton, Fitchburg & New Bedford R. R.



Boston Taunton, Providence, and Martha's Vineyard.

On and after Monday June 26th, 1876 trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway at 7.30 and 9.15 A. M., 12.10 and 3.40 P. M. Return, 8 and 11.10 A. M., 4.35 and 8.30 P. M.

Via Old Colony Railroad, 8 A. M. Return, 3.30 P. M.

Providence, at 7.30 and 9.15 A. M., 12.15, 3.40 and 5.20 P. M. Return, 8 and 10.50 A. M., 1.55, 4.40 and 7.20 P. M.

Taunton, at 5.30, 7.30, 8, and 9.15 A. M., 12.10, 3.40 and 5.20 P. M. Return, 6.32 and 9 A. M., 12.10, 3.15, 5.45, 6.50, and 9.20 P. M.

Dean street station, 4.20 P. M.

Myricks, at 5.30, 7.30, 8, and 9.15 A. M., 12.10, 3.40 and 5.20 P. M. Return, 6.45 and 9.20 A. M., 12.20, 3.30, 4.40, 6, and 7.05 P. M.

Howland's, at 5.30 A. M. and 3.40 P. M. Return, 9.25 A. M. and 6.10 P. M.

East Freetown, at 5.30 A. M., 12.10 and 3.40 P. M. Return, 9.30 A. M., and 6.15 P. M.

Brady's, at 5.30 and 8 A. M., 12.10 and 3.40 P. M. Return 9.30 A. M., and 6.20 P. M.

Acushnet at 5.30, 8, and 9.15 A. M. 12.10 and 3.40 P. M. Return, 9.45 A. M., 6.25 and 7.30 P. M.

Worcester via Mansfield and South Framingham, at 5.30 A. M., 12.10 and 3.40 P. M. Lowell, at 5.30 A. M., 12.10 and 3.40 P. M. Fitchburg, at 5.30 and 9.15 A. M., 12.10 and 3.40 P. M.

Fall River, at 7.30 and 8 A. M., 12.10, 3.40 and 4.17 P. M.

Newport, at 7.30 and 9.15 A. M., and 3.40 P. M. Return at 7.20 and 10.40 A. M., 2.50, and 3.45 P. M.

New York, via Fall River and Stonington, at 5.20 P. M. Return, at 5 P. M.

New York via Shore Line, at 7.30 and 9.15 A. M., and 5.20 P. M. Sundays 8.45 P. M. Return, 8 A. M., and 1.10 P. M. Sundays, 10 P. M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.06, and 11.10 A. M., and 4.30 P. M. Return, at 8 and 11.10 A. M., 2, 4.35, and 5.30 P. M.

Providence, at 5.25, 8.10, 10, and 11.15 A. M., 1.40, 4.35 and 6 P. M. Return, 8, 9.15, and 10.50 A. M., 1.55, 4.40, 6.20, and 7.20 P. M.

Passengers for way stations between Mansfield and Boston, in the morning will take the 5.30 A. M. train from New Bedford, and the 6.12 A. M. train from Taunton.

*On arrival of Shore Line from New York.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at 7.45 A. M., and 2.30 P. M.

Mattapoisett, at 7.45 A. M., 2.30 and 4.40 P. M. Marion, at 7.45 A. M., 2.30 and 4.40 P. M.

Fremont, at 7.45 A. M., and 4.40 P. M. Cape Cod, at 7.45 A. M., and 4.40 P. M.

Nantucket, at 7.45 A. M. Plymouth, at 2.30 P. M.

LEAVE BOSTON, via Old Colony Railway, at 8 A. M., and 1.10 P. M.

LEAVE NEW BEDFORD, via Old Colony Railway, at 8 A. M., and 1.10 P. M.

LEAVE HYANNIS, at 7.45 A. M., and 1.52 P. M.

LEAVE TREMONT, at 9.50 A. M., 3.42 and 5.40 P. M.

LEAVE MARION, at 10.02 A. M., 3.57 and 5.52 P. M.

LEAVE MATTAPOISETT, at 10.14 A. M., 4.12 and 6 P. M.

Passengers from Way Stations on Old Colony Railway will take the 3.35 P. M. train from Boston.

WARREN LADD, Asst. Sup't.
Jes28, 1876.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a copartnership for the purpose of carrying on the Express business under the name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office No. 142 Union street, daily, (Sundays excepted, for Boston, Providence, Taunton and way stations at 6.45 and 7.15 A. M. Mid-day Express from office 9.45. On 10.15 A. M. Afternoon Express, from office 3.10 and Depot at 4.40 P. M.

This Express so long and favorably known to the public, now offers superior facilities to all persons wishing to transact business in the principal cities and towns in the United States and Canada.

Specie, Bank Notes, and other valuables, safely transported, and in full of Bills, Coupons, &c., promptly collected. Goods of all descriptions forwarded with despatch.

This Express connects with steamer Monmouth, for Wood's Hole, (Falmouth,) Vineyard Haven and Edgartown, (Martha's Vineyard).

H. & Co., have the exclusive agency for the sale of Tickets via New York and Erie, New York Central and Pennsylvania Central Railroads, and the South and North Atlantic south and West. Tickets for sale and information freely given at our office.

OFFICES:—In Boston, 34 Court Square, and No. 9 Milk street, opposite the Old South Church.

Providence, 34 Dorrance street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.

New Bedford, May 20, 1870.

DAVENPORT, MASON & Co.'s NEW YORK EXPRESS.

Daily, via Fall River, Providence and Stonington, connecting with ALL THE EXPRESS COMPANIES in New York, North, South and West, California and Sandwich Islands, having competent Messengers who accompany each Express, our customers may rely upon orders being promptly answered and all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Passage Tickets to and from Europe for sale at this office.

CALIFORNIA TICKETS, by steamers leaving New York on the 5th and 21st of each month furnished as usual, and all information in regard to the route given without charge.

DAVENPORT, MASON & Co
New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and New York daily as per advertised time of that line.

A competent messenger will accompany each boat, and all orders will be promptly and faithfully executed.

Office: No. 346 Canal Street, corner of Church; and Pier 39 East River; New Bedford, at No. 19 Commercial Wharf. Order box can be found at Lawton's Drug Store, corner of Purchase and Union streets.

Scribners' Monthly for 1876

THE publishers invite attention to the following list of some of the attractive articles secured for Scribner's Monthly, for the coming year. In the field of fiction, besides numerous novelettes and shorter stories, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.
The first of these, now complete in our hands.

"GABRIEL CONROY,"
By Bret Harte.

Begins in the November number, and will run for twelve months. This is Mr. Harte's first extended work. The scenes and characters, which the author has chosen from his favorite field, California, are painted with characteristic vividness and power; and the work is without doubt the most graphic record of early California life that has yet appeared.
We shall also begin in the January No.

"PHILIP NOLAN'S FRIENDS,"
Or Show Your Passports.

BY EDWARD EVERETT HALE.

The scene of this story is laid in the South-western territory, now forming the States of Louisiana and Texas, at the time of Aaron Burr's treason. The characters lived in a section which was not only American, but French, and now Spanish, and this record of their adventurous lives makes a story of intense and unflagging interest throughout.

A SECOND "FARMER'S VACATION,"
BY COL. GEORGE E. WARRING, JR.

Col. Warring is now in Europe, visiting in a row-boat ride of two hundred and fifty miles, one of the most fertile and interesting of the vine-growing valleys of Europe. The second series of papers promises to be even more interesting than that which our readers are already familiar.

CENTENNIAL LETTERS,
Edited by John Vance Cheney.

A rare collection of Revolutionary Letters, mainly from stores in the hands of the descendants of Col. Joseph Ward. They are full of interest, and will be read with a relish in connection with the Centennial Celebration of the year.

BRILLIANTLY ILLUSTRATED ARTICLES ON AMERICAN COLLEGES.

Written respectively by their friends, will appear during the year. The revived interest in college life makes these papers especially timely, and will secure for them unusual attention.

OLD NEW YORK.

Elegantly illustrated articles on Old New York, by John F. Mims, will appear at once, and will attract the attention of all, in city or country, who mark with interest the development of the great metropolis, and affectionately remember the quaint peculiarities of its olden life.

Every number is profusely illustrated, thus enabling us to give to our descriptive and narrative articles, an interest and permanent value never attained in a non-illustrated periodical. Under its accustomed management the magazine will in the future be devoted, at the best of prices, to sound literature and Christian progress.

THE EDITORIAL DEPARTMENTS occupy over twenty pages of each number, and contain Dr. Holland's vigorous and timely editorials, as well as the best of the latest works in Art, Literature and Science.

TERMS:

\$4 a Year, in advance; 35 cents a No.

The 10 volumes complete, Nov. 1876, to Oct. 1877, bound in maroon cloth, \$20.00.

VESSELS' NAME.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.
N A Bedford.	129	Baker.	Joseph & William R Wing.	November, 26, 76.	Atlantic Ocean.
Abu Barker.	130	Thacher.	Joseph & William R Wing.	November, 26, 76.	Pacific Ocean.
Abu Barker.	131	Fisher.	Jonathan Bourne.	May, 4, 76.	Atlantic Ocean.
Abu Barker.	132	Russell.	William Lewis.	April, 20, 76.	Atlantic Ocean.
Abu Barker.	133	Russell.	Ivory H Bartlett & Sons.	March, 27, 76.	Atlantic Ocean.
Abu Barker.	134	Russell.	Jonathan Bourne.	August, 9, 76.	Atlantic Ocean.
Abu Barker.	135	Russell.	John T Richardson.	May, 23, 76.	Hudson's Bay.
Abu Barker.	136	Russell.	Jonathan Bourne.	June, 1, 76.	Pacific Ocean.
Abu Barker.	137	Russell.	Loum Snow, Jr.	July, 6, 76.	Atlantic Ocean.
Abu Barker.	138	Russell.	Joseph & William R Wing.	August, 8, 76.	Atlantic Ocean.
Abu Barker.	139	Russell.	John P Knowles, 2d.	July, 10, 76.	Indian Ocean.
Abu Barker.	140	Russell.	Charles R Tucker & Co.	May, 23, 76.	Atlantic Ocean.
Abu Barker.	141	Russell.	Gifford & Cummings.	In port.	Atlantic Ocean.
Abu Barker.	142	Russell.	Taber, Gordon & Co.	November, 30, 76.	North Pacific Ocean.
Abu Barker.	143	Russell.	Swift & Perry.	December, 6, 76.	Atlantic Ocean.
Abu Barker.	144	Russell.	Charles R Tucker & Co.	In port.	Atlantic Ocean.
Abu Barker.	145	Russell.	Charles R Tucker & Co.	December, 8, 76.	Indian Ocean.
Abu Barker.	146	Russell.	John T Richardson.	April, 29, 76.	Atlantic Ocean.
Abu Barker.	147	Russell.	Joseph & William R Wing.	September, 23, 76.	Atlantic Ocean.
Abu Barker.	148	Russell.	John P Knowles, 2d.	In port.	Atlantic Ocean.
Abu Barker.	149	Russell.	Swift & Perry.	May, 23, 76.	North Pacific Ocean.
Abu Barker.	150	Russell.	Swift & Perry.	July, 29, 76.	Atlantic Ocean.
Abu Barker.	151	Russell.	Swift & Perry.	August, 4, 76.	North Pacific Ocean.
Abu Barker.	152	Russell.	Taber, Gordon & Co.	December, 4, 76.	Pacific Ocean.
Abu Barker.	153	Russell.	William O Brownell.	In port.	Atlantic Ocean.
Abu Barker.	154	Russell.	George & Matthew Howland.	July, 20, 76.	Atlantic Ocean.
Abu Barker.	155	Russell.	Jonathan Bourne.	July, 1, 76.	Atlantic Ocean.
Abu Barker.	156	Russell.	John McCullough.	In port.	Atlantic Ocean.
Abu Barker.	157	Russell.	Jonathan Bourne.	May, 28, 76.	Pacific Ocean.
Abu Barker.	158	Russell.	Taber, Gordon & Co.	In port.	Atlantic Ocean.
Abu Barker.	159	Russell.	Tucker, Damon, Jr.	In port.	Atlantic Ocean.
Abu Barker.	160	Russell.	Gifford & Cummings.	November, 1, 76.	Pacific Ocean.
Abu Barker.	161	Russell.	William Lewis.	In port.	Atlantic Ocean.
Abu Barker.	162	Russell.	William Lewis.	In port.	Atlantic Ocean.
Abu Barker.	163	Russell.	Thomas Knowles & Co.	October, 26, 76.	Pacific Ocean.
Abu Barker.	164	Russell.	William Lewis.	In port.	Atlantic Ocean.
Abu Barker.	165	Russell.	John T Richardson.	July, 7, 76.	Indian Ocean.
Abu Barker.	166	Russell.	Jonathan Bourne.	May, 4, 76.	Atlantic Ocean.
Abu Barker.	167	Russell.	George & Matthew Howland.	September, 17, 76.	Atlantic Ocean.
Abu Barker.	168	Russell.	Henry Clay.	December, 9, 76.	Atlantic Ocean.
Abu Barker.	169	Russell.	Abott P Smith.	November, 30, 76.	Indian Ocean.
Abu Barker.	170	Russell.	William Lewis.	October, 29, 76.	Atlantic Ocean.
Abu Barker.	171	Russell.	Swift & Perry.	July, 6, 76.	North Pacific Ocean.
Abu Barker.	172	Russell.	Swift & Perry.	November, 24, 76.	Atlantic Ocean.
Abu Barker.	173	Russell.	Jonathan Bourne.	September, 20, 76.	Pacific Ocean.
Abu Barker.	174	Russell.	Gideon Allen & Son.	January, 3, 76.	North Pacific Ocean.
Abu Barker.	175	Russell.	Taber, Gordon & Co.	April, 14, 76.	Atlantic Ocean.
Abu Barker.	176	Russell.	Swift & Perry.	July, 20, 76.	Atlantic Ocean.
Abu Barker.	177	Russell.	George & Matthew Howland.	October, 3, 76.	North Pacific Ocean.
Abu Barker.	178	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	179	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	180	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	181	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	182	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	183	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	184	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	185	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	186	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	187	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	188	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	189	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	190	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	191	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	192	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	193	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	194	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	195	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	196	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	197	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	198	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	199	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.
Abu Barker.	200	Russell.	Jonathan Bourne.	October, 2, 76.	North Pacific Ocean.

OFFICE OF THE

Atlantic Mutual

INSURANCE COMPANY.

NEW YORK, January 24th, 1876.

The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875, \$5,840,021.88

Payments on Policies not marked off 1st January, 1875, 2,465,372.57

Total amount of Marine Premiums, \$8,295,394.75

No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.

Premiums marked off from 1st January, 1875, to 31st December, 1875, \$6,123,134.68

Losses paid during same period 2,712,068.5

Returns of Premiums and Expenses, 1,217,477.21

The Company has the following Assets, viz:

United States and State of New York Stock, City, Bank and other Stocks, \$10,314,940.00

Loans secured by Stocks, and otherwise, 2,544,200.00

Real Estate and Bonds and Mortgages, 267,000.00

Interest, and sundry notes and claims due the Company, estimated at, 454,037.62

Premium Notes and Bills Receivable, 2,076,300.6

Cash in Bank, 366,442.41

Total amount of assets, \$16,019,940.12

Six percent interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 1st of February next.

The outstanding certificates of the issue of 1875, will be redeemed, and paid to the holders thereof, on and after Tuesday, the 1st of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN Secretary.

CALL AND SEE

—THE—

GREAT REDUCTION

THAT

CHARLES FISHER

HAS MADE ON THE

BALANCE

OF HIS

MEN, YOUTHS, AND BOYS, Summer Clothing.

64 PURCHASE STREET, New Bedford, Mass. [OPPOSITE CITY CLOCK.]

RICHARD S. HOWLAND, SHIPPING AND COMMISSION MERCHANT,
No. 313 Davis Street, SAN FRANCISCO, California.

P. O. Box 382.

REPRESENTS:

George & Matthew Howland, N. Bedford
Ivory H. Bartlett & Sons, N. Bedford
William W. Crapo, Esq., Boston
Charles Brewer & Co., Boston
Owen & Clark, Providence.
E. A. Maric, 4th Nat. Bank, New York.
mch 29/76

H. A. POLHAMUS H. A. POLHAMUS, JR.

H. A. POLHAMUS & SON,

SUCCESSORS TO

LYLES & POLHAMUS, COMMISSION MERCHANTS

IN

OILS, WHALEBONE, & C.,

OFFICE, 140 FRONT STREET, NEW YORK.

ESTABLISHED 1841.

may 7/72

SOUTHWARD POTTER, 2D, ACCOUNTANT,
No. 104 Union Street, (Up Stairs), NEW BEDFORD, MASS.

Mr. Potter attends particularly to the settlement of Whaling Voyages, and making up Disbursement Accounts. Any accounts entrusted to him, will be faithfully attended to.

tf ept 22/74

CHARLES R. SHERMAN, DEALER IN NAUTICAL, MATHEMATICAL, and OPTICAL INSTRUMENTS, Charts, Nautical Books, Patent Logs, Stationery, & C.,
No. 49 North Water Street, NEW BEDFORD.

SIXTENTH, QUADRANTS, SPY-GLASSES, COMPASSES, &c., repaired in a workmanlike manner, and reasonable terms.

All orders thankfully received and promptly executed.

oct 20/74 1y

\$5 to \$20 per day at home. Samples free by STINSON & Co., Portland, Maine. 1y mch 7/76

THE TAUNTON COPPER CO.
OFFER FOR SALE
Yellow Metal and Copper Sheathing.
BOLTS, SPIKES, NAILS, & C.,
Old Metal taken in exchange for new.

John P. Knowles, 2d, Agent.
Corner Commercial and Front Sts.
NEW BEDFORD, MASS.
apr 2-72

I. H. BARTLETT & SONS,
(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles, & C.
ON COMMISSION.
NEW BEDFORD, MASS.
IVORY H. BARTLETT JR.
GEO. F. BARTLETT

J. C. MERRILL & Co., SHIPPING AND COMMISSION MERCHANTS
204 & 206 California Street, SAN FRANCISCO, CAL.

Particular attention paid to the sale of merchandise, purchasing and shipment of California and Oregon Produce, chartering of vessels, and all other business connected with the above.

Liberal advances made on consignments.

REFERENCES TO—
William J. Rutch, Leander A. Plummer, James D. Thompson, William H. Matthews, Weston Howland, George Barney, Edward Merrill, S. Griggs Morgan.

sep 30/76 1y

PANAMA—U. S. C.,
GEORGE F. WILSON. JOHN BRANKFEE

WILSON & BRAKEMEIER,
PURVEYORS TO THE AMERICAN ANGLISH NAVIES, SHIPPING AND COMMISSION MERCHANTS.

ALL BUSINESS connected with WHALEBONE carefully attended to.

Exchange bought and sold.

REFERENCES.
Messrs. J. H. Bartlett & Sons, N. Bedford
Loun Snow, Jr.
William Lewis.

oct 7/76 1y

The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, AUGUST 22, 1876.

IMPORTS

Of Sperma and Whale Oil and Whalebone into the United States, for the week ending August 21, 1876.

	Bls.	Bls.	Lbs.
	sp.	wh.	bone.
New Bedford.	1,650	.....	.....
Ship California.	..504	.....	.....
do on freight.	..163	.....	.....
Brig E. H. Adams.	..300	.....	.....
"D. A. Small.	..300	.....	.....
Total.	2,517	.....	.....
Previously.	20,188	27,213	106,515
From Jan. 1, to date.	22,907	27,222	107,515
Same time last year.	25,821	25,357	104,199

NEW BEDFORD OIL MARKET.

For the week ending August 21.

SPERM.—Continues rather quiet, 280 bbls. sold for export on private terms but understood at \$1.27 1/2 gallon.

WHALE.—Is in fair demand with sales of 400 bbls. Northern, at 58 cents, and 280 do. Humpback at 53 cents 1/2 gallon, for manufacture.

FOREIGN OIL MARKET.—The circular of Messrs. Brown, Game & Co., dated London, August 20, says:—Nothing doing in Crude Sperma, our refiners having bought largely in America at low prices are not doing any thing in our market. Good quality Whale Oil would we think find buyers at \$24 @ \$25, but not having received any for a long period it is difficult to give close valuations. Whalebone.—This article keeps firm, but nothing can be done for present delivery for want of stock.

IMPORTATIONS.

Per ship California, at this port, 17th inst., from Bay of Islands.—261 bbls. sperma oil from ship James Arnold, and 243 do. do. from ship Niger, to Taber, Gordon, & Co., New Bedford.

LETTERS.

A letter from Mrs. Capt. Potter, of ship Emma C. Jones, of this port, reports her on Off Shore Ground, July 4th, having taken a 75 bbl. sperma oil, making 775 bbls. sperma oil all told. Reports, May 24th, while fast to a whale, Joseph Manuel, of St. Nicholas, was drowned by the capsize of the boat. Saw May 4th, bark John P. West, Manchester, New Bedford, cutting in a whale, and afterwards took 3 whales in company with her.

A letter from Capt. Chase, of ship Jireh Ferry, of this port, reports her at Panama, August 3d, with 600 bbls. sperma oil. Reports spoke June 6th, bark Hercules, Sherman, New Bedford, with 300 bbls. sperma oil.

A letter from Capt. Martin, of schooner William Martin, of Boston, reports her at sea August 1st, with 85 bbls. sperma oil. Reports spoke July 30th, schooner Sarah E. Lewis, Cook, do. 160 sperma; E. H. Hatfield, Kirkconell, Provincetown, 150 do.; Charles Thompson, Leach, do. 70 do. landed.

A letter from Capt. Taylor, of schooner Mising Sun, of Provincetown, reports her on Hatteras Ground, August 11th, with 100 bbls. sperma and 200 do. humpback oil.

Correspondence of the Shipping List.

FAYAL, July 25th.—Arrived at this port June 27th, bark Swallow, Ellis, New Bedford, landed 175 bbls. sperma oil, and sailed 28th to cruise; July 8th, schooner Alcyon, Fisher, Provincetown, landed 310 do. and sailed 17th to cruise; 15th, L. P. Simmons, Buddington, New London, clean and sailed 15th; 21st, bark Bartholomew Gosnell, Robinson, New Bedford, landed 150 bbls. sperma oil; 24th, Midas, Lapham, do., having taken 60 bbls. sperma oil since last report, put in to land 4 men hurt in taking a whale.

One-half of schooner Ellen Rodman, of Fairhaven, has been purchased by Capt. Isaiah West, of Marion, who is to command her on a whaling voyage to the Atlantic Ocean. She will sail from this port.

JAMES E. CONGDON, Esq., is to compile the account of the Centennial Fourth of July in this city, to be published by the City Government.

The campaign edition of the New York Daily Times is a four page abet devoted to the review of Tilden's record, with four columns at the end devoted to Hendricks. It will undoubtedly have a large circulation.

PERSONAL.—Pay Inspector Gilbert E. Thornton has been ordered to duty as purchasing paymaster at Boston, and Paymaster Richard Washington as inspector of provisions and clothing at the Boston Navy Yard.

ST. NICHOLAS FOR SEPTEMBER contains the following illustrated articles:—How the Children cruised in the Water-Witch; Windsor Castle—chapter 5; The Land of the Grigs; The Legend of Antwerp—a poem; John Botticelli—a poem; Our Colonial Coins; The Races at Shark Bay; The Buckskin Breaches—a poem; The "Boy Emigrants"—chapter 34, 35 and 36; My Ship on the Ocean—a poem; A Child's Party; and Rosy. There are also a large number of other good and interesting articles among which are:—Talk with the Girls—No. 6; "Somebody Stop Him! He's Running Away!" White-washing the Baby; and Jack-in-the-Pulpit. Published by Scribner & Co., 743 Broadway, New York.

SCIENCE'S MONTHLY.—The September number of this interesting Magazine is received. The illustrated articles are:—Princess Iole; The Lass o' Lowrie—chapter 3 and 5; Insanity and its treatment; Wesleyan University; Something about Birds; and The Bride of the Rhine. The other articles are:—A Fantasy; On a Miniature; A Fox Hunt at Pau; Song; The Ghostly Rental; Shadows; The voyage of the "America"; "A Wounded One will read my Rhyme"; "Philip Nolan's Friends"; "Show, Your Passports"—chapter 25, 26, 27, and 28; Choice and Chance; California Housekeepers; and Chinese Servants; The Old Captain; and Brice-a-Brac. Published by Scribner & Co., 743 Broadway New York.

According to an Oil City newspaper, the total number of oil tanks in the oil regions is 464, with a total capacity of 5,277,780 barrels.

THE DIPLOMATIC AND CONSULAR BILL, as reported by the Conference Committee and passed in the House of Representatives makes the following changes in the existing service:

The following missions are practically abolished by the bill as it contains no appropriations for Ministers to any of them: Portugal, Switzerland, Bolivia, Ecuador, Columbia, Paraguay and Uruguay, Greece and Denmark. The bill provides for Charge d'Affaires to represent the United States in Portugal, Switzerland, Greece, Denmark and Paraguay at annual salaries of \$5,000 each. The following Consulates are not provided for, and hence are practically abolished by this bill, viz.: Swatara, Southampton, Malta, Vladivostok, Oporto, Santa Cruz, Port Said, Nantes, La Rochelle, Port Mahon, Valencia, Stettin, Maronham, Cyprus, Bucharest, Venice, Milan, Gaboon, Turk's Island, Hakodadi, Godesrich and Windsor, Canada West. All other Consulates are appropriated for in accordance with the existing law, neither their salaries nor their classification being changed in any particular. The Committee add to the bill a new section appropriating as the compensation of Diplomatic and Consular officers, heretofore compensated by salaries, for whose salaries no appropriation is made by this bill, such an amendment as shall be necessary to pay their salaries as fixed by law until they shall have notice to close their offices (which notice shall be at once sent them by the Secretary of State); and for the time allowed by law for the transit from their respective posts to their places of residence, \$25,000, or so much thereof as may be necessary.

ELECTRIC LIGHT FOR ILLUMINATION AT SEA.—The steamship Amerique, of the General Trans-Atlantic Steamship Company, has been provided with a new electric light for the purpose of illumination at sea. The apparatus used is one of M. Gramme's electro-magnetic machines designed for illuminating purposes. The propelling power is a small but powerful engine. The lamp consists of two pointed coke pencils, four or five inches in length and one-half inch square, kept at the proper distance from each other by a clock-work arrangement, and which will last some four hours. The light, it is affirmed, is visible at sea at a distance of fifteen miles, and lights the ship so perfectly that all the details of her equipment and rigging can be plainly seen at a distance of over a mile. The special design of the lamp is to afford light for working the ship. The Amerique is the first vessel that has been equipped with the light, and the system is said to work with the greatest satisfaction. (Harper's Magazine for September.)

WESTERN MASSACHUSETTS CROPS.—Reports from Western Massachusetts tend to show that farmers in that section have not had altogether a profitable season this year. Such crops as have not been injured by unfavorable weather and insects have been over abundant, and consequently very low prices realized. On the whole, the farmers make it appear that they have good reason to grumble. The hay crop has been light with the exception of a few favored localities, were a wet bottom prevented the drouth from having full effect. Hampshire and Berkshire counties have probably suffered as little as any sections, and Franklin and Western Worcester the most. In Hampden County there is a marked difference, many of the river-towns like Longmeadow and Agawam, having nearly an average crop, while Wilbraham and other hill towns report a very poor yield. One farmer, who thought to head the bugs off by digging his potatoes, finds them crawling over his other crops, and scores of them may be found on his tobacco leaves, but as yet without injury to the plant. The prospect for apples is not flattering to the grower, as the yield promises to equal that of 1874, when they could hardly be given away and large quantities were fed to cattle. At present the farmers are glad to get 50 cents a bushel for good, early fruit.

THE CALUMET AND HECLA Mining Company of Michigan held its annual meeting in Boston on the 16th inst. The statement of the condition of the Company showed that the present surplus of cash, copper, supplies, &c., amounted to \$2,360,000, the liabilities \$135,000, and the net assets to \$2,225,000 in round numbers. Mr. Agassiz stated that there was enough copper in the mine for six years' work. The following Directors were chosen:—Alexander Agassiz, President; Quincy A. Shaw, George Higginson, H. H. Hunnewell, and James M. Wright.

Of the fleet which has been detained at the guano islands of Peru during the past year and a half, the St. Mark, of the Peruvian port Huanillos, is the fifteenth ship that has met with some disaster after getting to sea, and it is believed that the frequent loss or damage to vessels from that quarter is owing to the long detention there waiting for cargoes, which are received on board very slowly. A Boston ship, from North Shields to San Francisco, with coals, has been detained eight months, and another nearly a year, it being impossible to get the requisite supply of guano, either through a scarcity of the article or some other delay growing out of a change of contractors. This long exposure to the dry climate opens the seams of a ship, dries up the wood, and renders the hull liable to spring a leak.

Between thirty and forty mackerel fishermen put in to Newport on the night of the 14th inst. The schools were so thick between Block Island and Beaver Tail that it is said it looked like dry land. The mackerel were the largest ever caught there, from 100 to 125 making a barrel. They were near Block Island in such numbers that in attempting to raise the seines several of the latter burst.

THE HAWAIIAN TREATY.—In the United States Senate on the 14th inst., the House bill to carry into effect the Reciprocity Treaty of January 30th, 1865, between the United States and the Hawaiian Islands, was with some trouble passed by a vote of 29 yeas against 12 nays. Many of the Southern Senators were quite violent in their opposition on the ground that it will injure the market for their sugar and rice.

The President will now issue a proclamation declaring the Reciprocity Treaty to be in force, and the following articles being the growth and manufacture or produce of the Hawaiian Islands, will be admitted into this country free of duty, to wit:—Arrow root, castor oil, bananas, nuts, vegetables, dried and undried, preserved and unpreserved, hides and skins undressed, rice, pulu seeds, plants, shrubs or trees, Muscovado, brown and all other unrefined sugar, meaning hereby the grades of sugar heretofore commonly imported from the Hawaiian Islands, and now known in the markets of San Francisco and Portland as "Sandwich Island sugar," syrups of sugar cane, melado and molasses and tallow.

The late session of Congress is the longest for twenty years, and the second longest in twenty-six years. Omission is made in the comparison of the session of the Fortieth Congress in 1866-67, which sat continuously in order to prevent President Andrew Johnson from making any official appointments and to obstruct generally his famous "policy." The session twenty years ago, in which reference is first above made, was that which had its organization so long delayed by the Banks contest for the Speakership.

A project is on foot in the Pennsylvania oil region to construct a pipe line to the seaboard for conveying oil. Nearly all the companies have co-operated in the enterprise, and exclusive privilege have been secured from the States of Pennsylvania and Maryland. The engineer reports that a 4-inch line 300 miles long, would cost \$792,000; a 5-inch line \$1,888,000, and a 6-inch line \$1,584,000. This cost is for pipe alone. A 4-inch pipe requires 100 horse-power; a 5-inch 132 horse-power, and a 6-inch 205 horse-power. If a 4-inch pipe will discharge 5,000 barrels, a 5-inch will discharge 8,600 barrels, and a 6-inch 13,800 barrels. The total cost of 300 miles of 4-inch pipe, including thirteen stations, right of way and contingencies, is estimated at \$1,250,000. The cost of transporting 1,500,000 barrels of oil by such a line from Brady's Bend to Philadelphia is set down at \$250,000, or less than 17 cents per barrel. The cost by railroad is 29 cents. It is not yet decided whether the terminus of the proposed line will be Philadelphia or Baltimore.

The Legislature at the recent session of Congress provides for the discharge on the 10th of October of between 700 and 800 Treasury Department clerks. Great fear and uncertainty prevails among several thousand clerks, each of whom does not know but he or she may be the unfortunate ones. It will bring great hardship upon many deserving and almost helpless persons.

BRISK WORK.—A Canadian paper tells of a remarkably rapid transaction which assumed the aspect of a decided joke, the laugh, however, causing a heavy expense for a certain marine insurance firm. An Italian vessel was sunk in smooth water near Sidney, C. B., by fouling an anchor and staving a hole in her bottom. She was immediately condemned and sold for \$600. The day afterward she was righted, floated by the aid of \$10 worth of wood and copper was put in good order and reclassified for four years. She had been insured for \$45,000 in Lloyd's, and the mail which carried to them the intelligence of her loss carried also the new classification. The whole affair occupied just five days.

COIN VALUES.—Official information has reached the Treasury Department that the Argentine Government has issued a decree putting a new value upon foreign gold and silver coin. The sovereign (British) is reduced from \$4.90 to \$4.88; the gold ounce or "doubloon," from \$16 to \$15.75. The Napoleon (French) from \$3.90 to \$3.87; "twenty milrees," (Brazilian) from \$11 to \$10.90. The "Condor" (Chilian) from \$9.25 to \$9.15, etc. While the American Eagle, which was \$10, is now raised to \$10.03.

A RESULT OF INTERPRETATION.—In Newburg, N. Y., on the 14th inst., Homer Darnett, aged 21 years, while intoxicated, attempted to murder his family with a revolver. He first attacked his mother and she received a slight wound in the hand. Supposing he had killed her he then attacked his cousin, a girl of 16 years, who ran into a bedroom. He fired two shots through the door without hitting her, then broke in the door and shot her through the upper lip, the ball glancing. The girl jumped from a window twelve feet to the ground, and while she lay there he fired twice more, each ball taking effect in the back, near the kidneys, but inflicting only flesh wounds which are not considered dangerous. He threatened citizens and police who went to the rescue but was finally arrested and safely locked in jail.

The Rev. Charles A. Sewell, who has figured quite extensively in a divorce case in the Supreme Court recently, has been arrested and held for trial on a charge of adultery with Kate A. Russell. Mr. Sewell was married to Miss Russell in Maine some time since, but the Supreme Court of this State holds the marriage to be unlawful.

There are only two States in the Union which have a longer shore line than California. These are Florida, with 1,144 miles of Gulf coast and 363 miles of Atlantic coast, and Texas with 1,509 miles of shore line. According to the report of the coast survey, California has 1,156 miles of coast line, 273 miles of island shore, and 240 miles of tide water river shore, making altogether 1,648 miles of shore line. The whole shore of the Pacific coast, including island and river, is 3,874 miles, not including Alaska, which has, all told, 9,830 miles. The aggregate of shore line of the Pacific coast belonging to the United States is 12,734 miles; while the total for the Atlantic States is set down at 11,840 miles, and for the Gulf States at 6,843 miles.

The greatest addition to the industries of this State, within the last thirty years, is undoubtedly the manufacture of silk. Of the entire product in all the States, New Jersey is responsible for more than a third, the total figures for 1875 being \$27,158,071, and for this State \$10,950,035. New York stands next and then Connecticut, the two together producing about the same amount. The rapid increase of this industry is astonishing. In 1870 the silk manufactured in this country was but one-fourth the value of that imported, while last year we exceeded our importation by \$2,775,000. Sewing silks and twists are more largely made in New England than elsewhere, while New Jersey sends out vast quantities of ribbons, millinery goods and neck-tie silks.

There are 2,600 breweries in the United States. They produce annually 285,000,000 gallons of malt liquors. Most of these breweries have been erected within the last twenty-five years. In 1874 over 32,000,000 bushels of barley were used. There are nearly 400 malt houses in the Union. Beer comes thus: The barley is malted, then ground, then mashed with hot water, a sweet liquor "wort" extracted, hops added, the whole boiled, then cooled, then fermented with yeast; result—beer, containing 89.10 water, 5.4 malt extract and 5.50 alcohol.

The late upward movement of silk at Yokohama appears to have been wholly speculative, and based on alleged reports of a partial failure of the French crop. Numerous attempts were made to keep dealers within bounds, that the trade might not be seriously affected by precipitate abnormal operations, but without avail. Speculation ran so high at certain intervals that prices were advanced fully \$200 per picul for good hanks. The arrivals up to July 10, were 780 bales, all of which was sold at extravagant prices in a single month.

Six members of the family of James Hughes and William Keepers and wife have been poisoned at Beverly, N. J., from the use of canned corned beef. Mrs. Keepers is the only one of eight showing signs of recovery.

An old Philadelphia negro was paid his wages in silver half dollars. He gazed benignly upon them as they lay in his palm, grinned as deep in triumph, and then exclaimed: "Dat's de stuff de rats can't chew."

A Liverpool (Eng.) woman twenty years ago sold a piece of land very cheap to a steam packet company on condition that during her whole life she and a companion might at any time travel free on the company's vessels. Since then she has been traveling all the time, having a companion for whom she advertises and whose fare she pockets. She is said to have made over \$10,000 in this way.

In France, out of a population of 36,000,000, only 2,000,000 of the people live on the revenue of accumulated wealth, while 34,000,000 of the entire population live on the produce of labor. Of these, 18,000,000 are exclusively engaged in agriculture.

The spectacle of a man with his fifth bride listening to the funeral sermon of his fourth wife was witnessed at Bangor recently. No. 4 died of a malignant disease, and there were no funeral services. He immediately got another wife, and invited her to attend the funeral sermon of the dear departed.

"Did she not return your love?" inquired a sympathizing friend of a young man who intimated that he had had some difficulty with his sweetheart. "Yes, she returned it, and that is exactly what the trouble is. She said she didn't want it."

South Carolina has a population of about 750,000, and a total debt that does not exceed \$10,000,000. The city of New York has been under Democratic control for a generation, and with a population somewhat less than a million, it has a debt of \$140,000,000.

Some one who has evidently been bitten in railroad speculation says that there are three kinds of gauge now common—broad gauge, narrow gauge and mortgage.

The Internal Revenue receipts for whisky, tobacco and other sources of revenue the past fiscal year amounted to \$117,236,626.48, or \$6,691,471.25 more than for the year previous.

The other day a man took home a book containing several anecdotes showing the power of imagination, and after reading them to his wife he tenderly said: "Now, Angelina, you may imagine that you hear me kissing Madalina in the other room, and you see how wicked it would be to accuse me of such a thing." "Julius John," she replied, in a smooth voice, "if ever I imagine such a thing you'll send a doctor within fifteen minutes, and I'll send for him, no matter what that book says."

A hackman in New York who used to stand down by City Hall, and who was a great drinker, recently became a convert to Christianity. He said: "Why, sir, even my horse knows I am converted, for before that I used to steal his oats to buy rum, and now he gets them himself."

THE PERILS OF STOCKJOBBERING.

Frazer's London Magazine gives some interesting statistics on this subject:

With the application of steam to locomotion on land the world entered on a new era—the stockjobber on a field of enterprise which must have exceeded the most fabulous of his dreams. As soon as the mania for developing the resources of nations by means of railways fairly took hold on the world, the rapidly with which money was borrowed for the purpose exceeded anything of the kind that had ever occurred before, and was productive of a series of commercial crises which, checking the onward rush for a time, did not hinder renewed outbursts as soon as the speculators had got their breath again. As recently as 1845 the total capital sunk in railways throughout the world was only about £114,000,000, of which Great Britain had spent some £64,000,000, and America £18,000,000. At the present time the railways of Great Britain alone represent a nominal outlay of nearly £650,000,000, and those of the United States £760,000,000. Besides these sums France has spent about £400,000,000, Germany, about £220,000,000, and Russia about £250,000,000. Many other foreign countries have thus pledged the national credit for, nominally at least, the same kind of "works of public utility" to an enormous extent; and hence the national debts of Turkey, Austria and Hungary, Egypt, Italy, Spain, and of various petty semi-barbarous South American republics, of the empires of Brazil and of Chili, have been swollen prodigiously. What the total pledges of credit in the world may amount to, or what amount of savings may have been locked up in corporate enterprises, it would be almost impossible to say, just as it is impossible to reckon how far the aggregate figures represent money spent and how far mere paper; but the national debts of the world are now swollen almost as much as the credit of separate enterprises and corporations.

The principal countries of Europe owe about £3,500,000,000 exclusive of the unsecured paper currencies and one home debts; and all other national debts which come within the recognition of civilization may be valued at about £1,000,000,000. Those huge and rapidly-accumulated obligations are not, it is true, due, by any means, exclusively to the spread of industrial enterprise—Austria, Spain, Italy, France, the United States and Russia, having contracted large national debts in the prosecution of wars and conquests; but for the purposes of the stock-broker it is much the same whether the "securities" he deals in are based on industrial undertakings or commerce, or are mere loans necessitated by a national bankruptcy or an ambitious war.

His business is to buy and sell, and get gains out of these bits of paper; and it is of the essence of that business that quantity should have weight with him, not quality. And of quantity it cannot be denied that the modern stock-broker has enough. The nominal value of the stocks and shares quoted in the London Stock Exchange was computed by the compiler of Penn on the Funds two years ago to be about £4,550,000,000, and at the present time exceeds that amount. There is also probably well on toward £50,000,000 more, not on its list, comprising the capital of small joint-stock enterprises, mines of all kinds, country banks, etc., which London and provincial stock-brokers traffic in and make profit by.

The bill passed in the Senate through the influence of General Burnside, for a beacon and spindle on Whale Rock, in the West passage at Newport, should have been for a lighthouse, as the principal danger from the rock is in the night, when a beacon and spindle could not be seen. The rock itself is always visible in the day time except at very high tides, when it is covered with water. All the disasters that have occurred there have been in the night.

MARRIED

In this city, 17th inst., Mr. Ammi R. Mitchell to Helen M. Parker, both of Yarmouth, Me.

In Fairhaven, 14th inst., Mr. Daniel A. Wightman, of East Greenwich, R. I., to Emma O. Briggs, of Fairhaven.

In Dartmouth, 17th inst., Mr. Wilson A. Rogers to Miss Josephine L. Reed, both of this city.

In Providence, 31st ult., Mr. Sanford W. Grant of Providence, to Miss Annie G. Swain of Nantucket.

DIED

In this city, 15th inst., Albert Julian, son of L. D. and Lizzie Stevens, 5 months and 19 days; 10th, Mabel, twin child of Gilman and Mary E. King, 7 months; 17th, Sabina O'Donnell, 65 years; Frankie Bailey, son of Thomas H. and Phoebe A. Soule, 1 year and 6 months; Francis P., son of Patrick and Mary J. Cunningham, aged 11 months and 4 days; 18th, Samuel, infant son of Samuel and Elizabeth Cassidy, aged 6 months and 3 days; Lena May, 3 months; Lettie R., infant daughter of David S. R. and Adaline Durfee, 16 days; 19th, William Smith, formerly of Smith's Neck, Dartmouth, 60 years; 20th, Samuel, 13th inst., George Manter, 82; 16th, Mary, wife of Gershom Phinney, 42 months.

In Fairhaven, 17th, Peter V. R. Miller, 60 years, 8 months and 13 days.

In Westport, 23 inst., Willie Everett, son of Ellen King 2; 13th, Admiral Tripp 73 years and 10 months; 14th, Nancy H., widow of the late Abner B. Thomson, 71 years and 6 months.

At Westport Point, 13th inst., Bertie E., twin son of Albert F. and Annie J. Gifford, 8 months and 14 days.

In Nantucket 13th inst., George Manter, 82; 16th, Mary, wife of Gershom Phinney, 42 months.

PROPOSALS FOR WOOD AND CHARCOAL.

CITY OF NEW BEDFORD, Aug. 9th, 1876.

SEALED proposals for supplying the City of New Bedford with Wood and Charcoal will be received at the office of the City Clerk until Thursday, the 24th inst., at 12 o'clock M., viz:

400 cords more or less, of best quality seasoned Oak or Maple Wood, to be delivered at the City Yard on High street, at such times as the Committee on Fuel may direct; also, 3,000 bushels, more or less, of the best quality White Pine Charcoal, to be delivered at such times and places as the said Committee may direct.

The Committee on Fuel reserve the right to reject any or all bids offered.

Per order of the Committee on Fuel,
HENRY T. LEONARD, City Clerk.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Smallpox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroys all poisons in the blood.

His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia, all Chills and Fevers.

His Spermatorrhoea Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

ap15-76 6m

COMMONWEALTH OF MASSACHUSETTS.

CITY OF NEW BEDFORD.

To Henry C. Hathaway, Luther M. Dwyer, John Corey, Henry C. Hathaway, William J. Norton, Jr., Patrick Cannavan, Edward W. Waite, William E. Macomber and Leonard D. Adams, Constables of the City of New Bedford.

I, the name of the Commonwealth of Massachusetts, you are hereby required to proceed forthwith to all or cause to be killed all dogs within the said City not duly licensed and collared according to the provisions of the act of the year eighteen hundred and sixty-seven, entitled "An act concerning dogs, and for the protection of sheep and other domestic animals," and you are further required to make and enter complaint against the owner or keeper of any such dog.

Hereof fail not and make due return of this warrant with your doings therein, stating the number of dogs killed and the names of the owners or keepers thereof, and which or all unlicensed dogs in said city have been killed, and the names of persons against whom complaints have been made under the provisions of said act, and whether or not the provisions of said act, on or before the first day of October next, have been given under my hand and seal, at New Bedford, aforesaid, the 7th day of July, in the year eighteen hundred and seventy-six.

A. ABRAHAM H. HOWLAND, Jr., Mayor.

A true copy, attested,
JENNY C. HATHAWAY, City Marshal,
Jy11 Constable of New Bedford.

FOR THE AZORES.

THE AL CLIPPER BARK MODEST A will run a regular packet between Boston and the Azores Islands, leaving Boston on the 15th inst.

For freight or passage apply to
Capt. WILLIAM LEWIS,
Leave New Bedford for New Bedford
MEDINA BROTHERS,
39 Lewis Wharf, Boston
MANUEL J. SEQUEIRA,
Payal, W. I.
ap11-76 or SILVA, CABRAL & CO.,
St. Michael, W. I.

MARTHA'S VINEYARD.

WOODS HOLE, FAIRMOUNT HEIGHTS NANTUCKET.

The steamer MARTHA'S VINEYARD, Capt. Benjamin C. Cronwell, and MOUNTAIN HAVEN, Capt. Charles C. Cronwell, will run as follows:

On and after July 17th, 1876, leave New Bedford for Vineyard Highlands and Oak Bluffs at 8 A. M., connecting with the arrival of New York boats and trains, and 6 A. M. and 10 A. M. train from Taunton; 10 A. M., being hour of trains leaving Boston 8 A. M., Providence 8 A. M., Newport 7:20 A. M., Fall River 9:00 A. M., Fall River 12 M., Taunton 12:15 P. M., 14 P. M., 15 P. M., being hour of arrival of trains leaving Boston 2 P. M., Fitchburg 12:30 P. M., Providence 1:55 P. M., Hartford 9:30 A. M., Taunton 3 P. M.

Leave New Bedford for Woods Hole at 4:15 P. M. For Vineyard Haven at 4:15 P. M. For Edgartown at 10 A. M., 1 and 4:15 P. M. For Nantucket at 10 A. M.

Leave Edgartown for New Bedford at 6:40 and 11:40 A. M., and 2:40 P. M.

Leave Oak Bluffs and Vineyard Highlands for New Bedford—
Oak Bluffs at 7 A. M., Vineyard Highlands 1:30 P. M., connecting with midday trains for Boston, Providence, New York, Hartford, Fall River and Newport.

Oak Bluffs at 1:15 P. M., Vineyard Highlands 1:30 P. M., connecting with the P. M. trains for Boston, Providence, Fall River, Fitchburg, Lowell, Worcester, New York, Albany, &c.

Oak Bluffs and Vineyard Highlands at 3:45 P. M., connecting with steamers for New York.

Leave Vineyard Haven for New Bedford at 6:25 A. M.

Leave Woods Hole for New Bedford at 7:30 A. M.

Leave New Bedford Sundays on and after July 16th, at 9 A. M., after arrival of New York boats and trains. Returning, leave Oak Bluffs at 4 P. M., connecting with Shore Line train for New York.

Excursion Tickets between New Bedford and Martha's Vineyard, \$1.

Boats leave New Bedford for New York daily at 5:30 P. M., New York for New Bedford at 5 P. M. Fare \$3.

For further information apply to
ANDREW G. PIERCE, Agent,
Over Merchants' National Bank.

CHARLES T. BONNEY,

ATTORNEY AND COUNSELLOR AT LAW

AND PROCTOR IN ADMIRALTY.

No. 42 North Water Street, NEW BEDFORD.

Whalers' Shipping List, AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING AUGUST 29, 1876.

NO 28.

The Whalers' Shipping List, AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING BY EREN. P. RAYMOND, 8 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, (or \$3.00 when paid STRICTLY IN ADVANCE. Single copies 8 cents.) No paper will be discontinued until all arrearages are paid, except at the option of the publisher. Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square. The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising. A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS. JOHN GODDARD & CO., 79 Racechurch street, London, England, E. C. GEORGE A. BARKER, Russell Bay of Islands, N. Z. A. W. PERCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

	Bls.	sp	wh.	bone.
JANUARY.				
By Railroad, N. B.	40,885			
Jos. Nickerson, N. Y.	1,385			4,500
Nile, N. L.	372			1,500
do. on freight,	136			
Colon, N. Y.	81			
Gem, " "	182		893	52,885
FEBRUARY.				
Humber, Boston,	70			
Azor, " "	1,185			
City of Dallas, N. Y.	151			
Young America, " "	69			
Colon, " "	23			
MARCH.				
Hart, Gosnell, N. B.	817		333	
A. Blake, Marion, " "	82		20	
	2,305		3,367	
APRIL.				
Syren, N. B.	93		5,483	
L. P. Simmons, N. L.	100		443	
Flying Fish, " "	200			
Europa, N. B.	1,000		15,000	
Helen Mar, N. B.	90		1,500	
do. on freight,	101		301	
Keyton, " "	100		5,410	
Mermaid, " "	1,550			
Colon, N. Y.	43			
Alfred Keen, Bet'n,	375		875	
Desdemona, N. B.	100			
do. on freight,	100			
G. City, Fernandina, " "	40			
MAY.				
Arnold, N. B.	620		125	
do. on freight,	410			
Marcella, N. B.	1,093			
Merlin, N. B.	220			
C. H. Pigeon, " "	210		510	
Fleetwing, " "	124			
Roman, N. L.	40		125	300
do. on freight,	589			
Eden, N. Y.	68			
Staford, N. B.	375		230	
JUNE.				
Gov. Morton, N. Y.	2,650		985	
R. W. Wood, N. B.	1,013		545	
do. on freight,	1,000			
Atlantic, " "	400			
President, N. B.	60			
Andes, N. Y.	172			
Merlin, N. B.	220			
W. H. Phillips, " "	300			
W. H. Phillips, " "	300			
Ellen Ripshap, " "	110		220	
JULY.				
Elvie Allen, N. B.	2,273		72	
Mattapoisett, " "	290		200	
Wm. & Anthony, N. B.	1,151			
Colon, N. Y.	593		22	
do. on freight,	555			
Academy, N. Y.	280			
Eliza Adams, N. B.	1,140		90	500
do. on freight,	750		300	1,240
W. H. Phillips, " "	300			
Ellen Ripshap, " "	110		220	
AUGUST.				
Agate, N. B.	200		100	
Amazade, N. B.	60			
H. Adams, " "	105		10	
H. Adams, " "	105		10	
California, " "	1,650			
do. on freight,	504			

LIST OF WHALERS IN PORT. NEW BEDFORD.

Ship California, Brightman, Pacific. " Daniel Webster. " Eliza Adams, Cornell, Atlantic, Sept. " Mark Bounding Billow, Lunt, Pacific, Sept. " Cape Horn Pigeon, Baker, Pacific. " Catalpa. " Cleoro, Foster, Atlantic, September. " E. H. Phillips, Francis, Atlantic. " E. H. Phillips, Francis, Atlantic. " Europa, Penman, Pacific. " Mary Frazier. " Merlin. " Trilon, Keith, Atlantic. " V. H. Hill, Baxter, Atlantic. " V. H. Hill, Baxter, Atlantic. " V. H. Hill, Baxter, Atlantic. " Franklin, Sprague, Atlantic, August.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

	sp.	wh.	bone.
NEW BEDFORD.			
Commodore Morris,	870		
do. on freight,	25		
Coral,	180		350
Golden City,	110		
Janet,	600		500
Mercury,	1,740		500
Milton,	150		
Osbray,	400		400
Pacific,	300		25
Soline,	13		
Union,	180		
Wave,	600		
WESTPORT.			
Andrew Hicks,	600		

CORDAGE.

THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish at short notice

GANGS OF RIGGING, all sizes, and of the best manufacture. MANILLA AND HEMP WHALE LINE, made from pure Manilla and Russia Hemp. All orders sent to L. A. PLUMMER, Treasurer, Rotch's Square, New Bedford, Mass., will be promptly attended to.

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 the New York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles which were the basis of its existence. As a family paper, the Times has always borne a very high reputation throughout the United States. It is free from all obnoxious advertisements and reports, and under no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The disagreeable lures of quicks and medical pretenses, which pollute so many newspapers of the day, are not admitted into the columns of the Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous journals, and has opposed those attacks on the family as the basis of Society which are frequently made, and which have led to so much misery and crime. As a political journal, the Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any administration, or upon the course of any leaders. Its attitude is that of independence within the Republican Party, for in that way can the interests of the people be most effectively served. Truly government is a constitutional country, and when journals profess to have "no party" it is because they have no principles. The Times is faithful to the convictions and aims upon which the Republican party is based, but it is not the mouthpiece of a clique. It was not originally established as an "organ," nor has it ever asked for or received any "favors" whatever from the party with which it has identified itself. It has supported the Republican Party in the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. But its support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to the principles which are the basis of the people of the whole country. Great issues are at stake, and it will need all the force of the press to sustain the right. The Democratic Party is not only a party of reaction, which is averted the first step toward repudiation. The Republican Party is in favor of a return to specie payments, and in favor of the national credit, and thus of preventing widespread ruin and irreparable national dishonor. This issue alone would lead the Times to stand by the Republican Party. The Democratic Party now boasts loudly of its "Reforming" spirit, but with Tammany Hall in New York, and a party of inflation and repudiation in other States its professions are of little use.

He was not a rich man, he wrote, after an absence of ten years, but prospering, when he purposed paying us a visit. He wrote hopefully of seeing his child, perhaps of taking her home with him, setting no definite time, but leading us to expect soon to see him. Then his letters ceased, and he did not come. After nearly two years more passed, we sadly thought he must be dead. It might have seemed to many unnatural for Susie to grieve so deeply as she did for a father almost unknown to her in reality, but she was a girl of most sensitive feelings, and we had always kept her father's name before her, striving to win him a place in her fondest affection.

When we had really lost all hope, it became Susie's great pleasure to sit beside me and ask me again and again for the stories I remembered of her father's boyhood and youth, our many excursions, and, above all, of his marriage and the gentle wife and mother so early called to heaven. Time softened Susie's grief, and at eighteen she was one of the sweetest, most winning girls I ever saw. She was well educated, had a fair musical talent, and a sweet, well-cultivated voice. She was tall and graceful, and when she was introduced to society with Joanna, my handsome brunette daughter, both became popular. Albert and William, my boys, were older than the girls. Albert was in business with me, and William at college, the winter when Joanna and Susie made their debut. It would take me too long to tell of the pleasures of the young folks during this winter, but Joanna was won from us by a gentleman, and Susie became, if possible dearer than ever. Spring had come when one evening Albert came into my library, and said, abruptly—"Father, you have often said Susie is as dear to you as one of your own children."

"Well?" I asked. "Will you make her your daughter in fact, by giving her to me for a wife?" To think I had been so blind. Susie had in truth become so much one of our children that I was as much astonished as if Albert had fallen in love with Joanna. But I soon found, when Susie's blushing face was hidden upon my breast, that she, too, had given away her heart, and I was only too well pleased that no stranger had won the precious gift. They were married, my son and the child of our adoption, and I gave them a house next our own for a home. The new home was a gem of neatness under Susie's dainty fingers, and the spirit of perfect love kept it ever bright. Having been brother and sister for so many years, Albert and Susie thoroughly understood each other's dispositions, and I have never known domestic happiness more perfect than theirs. Susie's first child, named after her father, John Harmon, was two years old, when one morning brought me a letter in an unknown hand.

I opened it, and upon a large sheet of paper found written, in a scrawling uneven hand, three lines— "DEAR FRED.—Will you come to me at 47, Minton street, without letting Susie know?" "JOHN HARMON."

At first I believed it a hoax. John had written a bold hand clear as print. But the more I pondered over the matter, the more I was inclined to obey the summons. So saying nothing of the letter to any one, I left home. No. 47, Minton street, I found to be a boarding house for the poorest classes, and in a shabby room, half furnished, I found an aged, worn man, perfectly blind, who rose to greet me, sobbing. "Fred I knew you would come."

"Why, old friend," I said, when surprise and emotion would let me speak, "how is this? We thought you were dead."

"Does Susie think so?" "Yes. We all gave you up."

"Do not undecieve her. I meant to come some to her rich, able to gratify every desire of her girlish heart. Do not let her know that only a blind, sick wretch is left or her to call father. Tell me of her. Is she well? Is she happy?"

"She is both, John, a happy wife and mother."

"Married! My little Susie?" "Married to Albert, my son, of whom you may judge when I tell you folks say he is his father over again."

"I would ask no more for my child," said John. Then he told me the story of the years of silence. He was preparing to pay us his promised visit when a great fire broke out that ruined his employer for the time, and swept away buildings uninsured, in which John had invested all his savings. Worst of all, in trying to save the books of the firm, John was injured on his head by a falling beam, and lay for months in a hospital. When he so far recovered as to be discharged, his mind was still impaired, and he could not perform his duties. "I struggled for daily bread alone," he told me, "and when I received your loving letters, and dear Susie's, I would not write, hoping to send better tidings if I waited for a turn of Fortune's wheel. It never came. I left California three years ago, and came here, when I was promised a place in a great packing house. I saved a little money, and was hoping for better times when my health failed again, and this time, with it my eyesight. I hoped against hope, spending my savings to have the best advice, and not until I was pronounced incurable would I write to you. I want you to take me to an asylum."

"I will take you to an asylum, John," I promised. "And Susie? You will keep my secret. You will not disturb Susie's happiness?" he said, eagerly. "I will not trouble Susie's happiness," I said. Yet an hour later I was writing to Susie, and I delayed our departure till an answer came. It was the answer I expected from the tender loving heart, but I said nothing of it to John. Caring tenderly for his comfort, I took him on his way homeward. We were not long in reaching Susie's home. She was alone in the cheerful sitting-room as we entered, but obeyed my motion for silence as I placed John in a great armchair, after removing his hat and coat. He looked wretchedly old and worn, and his clothes were shabby, yet Susie's soft eyes, misty with tears, had only love in their expression as she waited permission to speak. "John," I said to him, "if I had found you in a pleasant home, happy and prosperous, and I had known that Susie was poor, sick and blind, would it have been a kindly act for me to hide her misfortune from you, and passing by your home, to have placed her in the care of charitable strangers?" "Fred, you would never have done that," he said, much agitated. "Never," I answered. "You are right. But you, John, ask me to take from Susie the happiness of knowing a father's love, the sweet duty of caring for a father's affliction."

"No, no, Fred; I only ask you to put no burden upon her young life, to throw no cloud over her happiness. I am old and feeble; I shall trouble no one long."

"And when you die, you would deprive your only child of the satisfaction of ministering to your wants—take from her her father's dying blessing?" He turned his sightless eyes towards me, his whole face working convulsively. "Where is she, Fred? You would not talk so if you did not know my child still loves her father."

"I am here, father," Susie said. "And I stole softly away as John clasped his child in his arms. Albert was in the dining room with John, and I was chatting still with him, when

SUSIE.

You will care for my child. You will not let my little one suffer."

My old friend, John Harmon, said this, as he wrung my hand hard. I repeated my promise that in my home nest, where there was a nursery full of little ones, Susie Harmon should hold a daughter's place.

We were standing upon the wharf, waiting for the signal that it was time for my friend to step aboard a Californian steamer. He had lost his wife within the year, and soon after was beggared by a fire that totally destroyed the mills in which he had held the position of superintendent.

With his home desolate, his purse empty, and he resolved to seek his fortune in the modern El Dorado.

The only drawback to this scheme was the difficulty of taking his three-year-old daughter.

I talked with my wife, and found her eagerly willing to take care of the little one.

The next morning, I returned home to find Susie almost inconsolable, crying perpetually for "Papa to come to Susie."

My wife was distracted at the failure to comfort this childish sorrow, and our own three children looked on wonderingly.

Fortunately, Susie was accustomed to see me, and she allowed me to comfort her. In time this violent grief wore away, and the child became very happy in our care.

My business, being very prosperous, we did not feel the additional expense of the child's support a burden; and as the years wore by, she was as dear to us as our own little ones.

But she understood always that she was not our child, but had a dear father who loved her fondly, and was away from her only to make a fortune for her.

As soon as she was old enough, she had her father's letters read to her, and her first efforts at penmanship were letters to "Papa."

John wrote often for ten years, recounting his varying success. He was winning fortune slowly, not at the mine, where his health broke down, but in the employ of a merchant, and some speculations.

He was not a rich man, he wrote, after an absence of ten years, but prospering, when he purposed paying us a visit.

He wrote hopefully of seeing his child, perhaps of taking her home with him, setting no definite time, but leading us to expect soon to see him.

Then his letters ceased, and he did not come. After nearly two years more passed, we sadly thought he must be dead.

It might have seemed to many unnatural for Susie to grieve so deeply as she did for a father almost unknown to her in reality, but she was a girl of most sensitive feelings, and we had always kept her father's name before her, striving to win him a place in her fondest affection.

When we had really lost all hope, it became Susie's great pleasure to sit beside me and ask me again and again for the stories I remembered of her father's boyhood and youth, our many excursions, and, above all, of his marriage and the gentle wife and mother so early called to heaven.

Time softened Susie's grief, and at eighteen she was one of the sweetest, most winning girls I ever saw.

She was well educated, had a fair musical talent, and a sweet, well-cultivated voice. She was tall and graceful, and when she was introduced to society with Joanna, my handsome brunette daughter, both became popular.

Albert and William, my boys, were older than the girls. Albert was in business with me, and William at college, the winter when Joanna and Susie made their debut.

It would take me too long to tell of the pleasures of the young folks during this winter, but Joanna was won from us by a gentleman, and Susie became, if possible dearer than ever.

Spring had come when one evening Albert came into my library, and said, abruptly—"Father, you have often said Susie is as dear to you as one of your own children."

"Well?" I asked. "Will you make her your daughter in fact, by giving her to me for a wife?" To think I had been so blind. Susie had in truth become so much one of our children that I was as much astonished as if Albert had fallen in love with Joanna.

But I soon found, when Susie's blushing face was hidden upon my breast, that she, too, had given away her heart, and I was only too well pleased that no stranger had won the precious gift.

They were married, my son and the child of our adoption, and I gave them a house next our own for a home.

The new home was a gem of neatness under Susie's dainty fingers, and the spirit of perfect love kept it ever bright.

Having been brother and sister for so many years, Albert and Susie thoroughly understood each other's dispositions, and I have never known domestic happiness more perfect than theirs.

Susie's first child, named after her father, John Harmon, was two years old, when one morning brought me a letter in an unknown

hand. I opened it, and upon a large sheet of paper found written, in a scrawling uneven hand, three lines— "DEAR FRED.—Will you come to me at 47, Minton street, without letting Susie know?" "JOHN HARMON."

At first I believed it a hoax. John had written a bold hand clear as print. But the more I pondered over the matter, the more I was inclined to obey the summons.

So saying nothing of the letter to any one, I left home. No. 47, Minton street, I found to be a boarding house for the poorest classes, and in a shabby room, half furnished, I found an aged, worn man, perfectly blind, who rose to greet me, sobbing.

"Fred I knew you would come."

"Why, old friend," I said, when surprise and emotion would let me speak, "how is this? We thought you were dead."

"Does Susie think so?" "Yes. We all gave you up."

"Do not undecieve her. I meant to come some to her rich, able to gratify every desire of her girlish heart. Do not let her know that only a blind, sick wretch is left or her to call father. Tell me of her. Is she well? Is she happy?"

"She is both, John, a happy wife and mother."

"Married! My little Susie?" "Married to Albert, my son, of whom you may judge when I tell you folks say he is his father over again."

"I would ask no more for my child," said John. Then he told me the story of the years of silence.

He was preparing to pay us his promised visit when a great fire broke out that ruined his employer for the time, and swept away buildings uninsured, in which John had invested all his savings.

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A Chicago Wife.

Not long ago a married woman on Pine street, Chicago, asked her husband for a new summer hat and suit, so that she could make that hateful creature in the next block see that there were other people beside her ladyship that could dress decently. Owing to the stringency of the local money-market she declined to fall in with her overtures. She did not press the subject, but a few days afterwards she came to his side, and leaning her head softly on his shoulder, said: "Darling, if you were to be hit on the head with a hammer, or something of the kind, so that it wouldn't kill you, but hurt you a good deal and put you out of your mind, wouldn't they make me your guardian and administrator?"

"Very probably they would, pussy," he replied, fondling her golden curls, "but what a funny question for you to ask." "And then," she continued, apparently not having heard the latter part of his sentence, "and then I could do all that I liked with things, and my name would be the same as yours at the bank, and so on?" "Certainly, pet," he responded, and she, giving him an affectionate embrace, hurried away. The thing somewhat perplexed him, but he dismissed it from his memory until very recently, when he met a hardware dealer of his acquaintance, who said: "Tell your wife I sent her the biggest hammer we had, but what in thunder did she want so large a hammer for?" Then a cold sweat broke out all over that young man, and hastening home he told his wife that he had just collected a bad debt, and here were \$130 for her to get that suit and hat with. And she kissed him and said she would not take it all, since times were so hard, and they must make every cent go as far as they could; but he insisted that she should, and she yielded like a dutiful wife, and when he had gone out she took the hammer from behind the washstand, sent it back to the hardware store, and told them she wouldn't need it, to send her its worth in self-sealing preserve jars.

They seem never to have taken full possession of the land that was allotted to them; though I have a strong impression that all the promises and prophecies in their behalf will yet be literally fulfilled, and more particularly that they will obtain full occupation, and in all its extent, of the land that was originally destined for them, even from the Mediterranean, or Great Sea to the Great River, or Euphrates.—Dr. Chalmers.

The committee of the Sir Moses Montefiore Testimonial Fund state in their report that the total amount of subscriptions received is £10,682, a portion of this being payable by annual installments in forthcoming years. Having taken into consideration the expressed views of Sir Moses, and attentively considered various suggestions, the committee have unanimously resolved to expend this sum in the purchase of ground in the Holy Land, in the building of houses here, in establishing a loan fund, and in aiding the able-bodied inhabitants in agricultural and trading pursuits, or in such of those objects as the committee may from time to time deem expedient. At a meeting held at the Portuguese Synagogue, Bevis Marks, presided over by Mr. Joseph H. Montefiore, these recommendations were adopted by the general committee. It was suggested that a portion of the money should be applied to providing secular education to the Jews of Palestine, and, after a protracted discussion, the chairman ruled that no part of the fund could be thus applied. [We have always understood that the Jewish authorities strenuously objected to the purchase of land in Syria. The land belongs to the Jewish people by right, and they expect to recover it "in the fulness of time," without the cost or the disgrace of purchase. Now that this sentiment is broken in upon, it is possible that the purchase of land may extend. A good round sum from the Jews would be a windfall to the Sultan and to Turkish bondholders.]

The English Patent Journal describes a combination

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

J. & W. R. WING & CO.

Have removed to their new Brick Building.

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BUILT AND ARRANGED EXPRESSLY FOR THE

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A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order to suit the
tastes of our customers.



READY MADE CLOTHING
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING,
WILLIAM R. WING, HIRSH WING, HIRSH W. WENTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.
DOANE, SWIFT & CO., having dissolved and given up their corner store
SIMEON DOANE & SON
Will continue in the same business as heretofore at
NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ship," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING
—AND—
FURNISHING GOODS.

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.
The business hereafter to be conducted under the style of DOANE & CO.
P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.
SIMEON DOANE. J. H. J. DOANE.

J. T. RICHARDSON,

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FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,



A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,
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REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS
TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,
CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.
EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

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Bomb Guns and Lances.

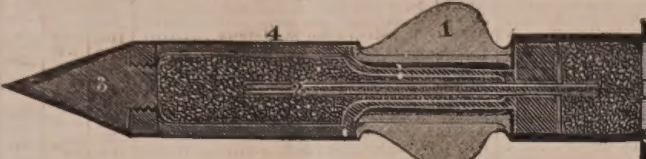


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CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,

— ALSO —

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as we
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass

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NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle
man's, Furnishings of every description, also a complete assortment of Cloths, Cassimeres
&c., and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect
garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.
LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,



NO. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of
CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE.
Which we are prepared to make into garments in the best style for
MEN'S AND BOYS' WEAR.
Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.,
SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owners,
agents and masters of whaling vessels, that
they have succeeded in getting the tonnage duty
removed from whaling vessels visiting this port
for the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31½ gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was heretofore
imposed.
The expenses attendant on shipment of oil at this
port are as follows:
A Package duty of twenty-four cents per bar-
rel Harbor dues, 50¢ Secretary's fee, 25¢; and
a Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, 25¢; not exceeding 200 tons,
50¢; not exceeding 300 tons, 75¢; exceeding
300 tons and upwards, \$1. This fee, however, is
not incurred unless the vessel remains over 24
hours.
They still continue as hitherto, to supply Stores
and necessities Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty Cents per barrel, (de-
liverable at New York or Boston) free of all other
charges except insurance, which will be effected
on the most favorable terms when required.
Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any person offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.
On coming to anchor masters are also in-
formed that the middle part of Carlisle Bay,
from Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lazaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom from 6 to 8
fathoms.
There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 5th
of the following month. All letters forwarded
to our care will be safely received, and delivered
as addressed. Masters of vessels calling on the
Harbor and not wishing to anchor may obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer
—and willily incur the expense of that officer
—\$1.
New Bedford papers always on file for inspec-
tion.
W. P. LEACOCK & CO.
nov 29/84

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,

COMMISSION MERCHANT, SHIP AND
CUSTOM HOUSE AGENT.

Offers every facility and dispatch to
ship masters visiting this port in pro-
curing supplies.
Prompt attention paid to all orders, and
every description of articles required con-
stantly on hand.
Liberal advances made on consignments.
Storage offered, and drafts taken at current
rates.
Charges on goods addressed to our care
advanced, and added to Bill of Lading.
Particular attention paid to chartering of
vessels, Insurance effected, &c., &c.
je30/74

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds
urnished at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.
sep10/87

H. B. McKAY,

SHIPPING & COMMISSION MERCHANT

IMPORTER OF AMERICAN PRODUCE,

SANTA CRUZ, TENERIFFE,

CANARY ISLANDS.

Solicits consignments of vessels, also
of cargoes for transhipment to the Uni-
ted States.
N. B. The attention of Merchants and
Captains engaged in the whaling business
is called to this port as being favorable for
renting their ships and forwarding Oil to
the United States, it being a good harbor,
a free port, and freightage procurable at low
rates. A vessel will be dispatched for New
York in December or January of each year.
REFERENCE—Messrs. Yates & Porterfield,
115 Wall Street, New York, to whom apply
for further information.
jan10/75

Boston, Clinton, Fitchburg &
New Bedford R. R.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday June 26th, 1876
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, and 9.15 A. M., 12.10 and 3.40 P. M.
Return, 8, and 11.10 A. M., 2, 4.35 and 7.30
P. M.
Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.
Providence, at 7.30, and 9.15 A. M., 12.15, 3.40
and 5.20 P. M. Return, 8, and 10.50 A. M.,
1.55, 4.40, and 7.20 P. M.
Taunton, at 5.30, 7.30, 8, and 9.15 A. M., 12.10,
3.40, and 5.20 P. M. Return, 8.32, and 9, A.
M., 12.10, 3.15, 4.45, 6.50, and 9.20, P. M.
Dean street station, 4.20 P. M.
Myricks, at 5.30, 7.30, 8, and 9.15 A. M., (2.10,
3.40 and 5.20 P. M. Return, 6.45, and 9.20,
A. M., 12.25, 3.30, 4.40, 6, and 7.05 P. M.
Howland's, at 5.30, A. M., and 3.40 P. M. Re-
turn, 9.25 A. M., and 6.30 P. M.
East Freetown, at 5.30 A. M., 12.10 and 3.40
P. M. Return, 9.30 A. M., and 6.15 P. M.
Bristol, at 5.30, and 8 A. M., 12.10 and 3.40
P. M. Return 9.35 A. M., and 6.20 P. M.
Acushnet, at 5.30, 8, and 9.15 A. M. 12.10 and
3.40 P. M. Return, 9.45 A. M., 6.25 and 7.30
P. M.
Worcester via Mansfield and South Fra-
mingham, at 5.30 A. M., 12.10 and 3.40 P. M.
Lowell, at 5.30 A. M., 12.10 and 3.40 P. M.
Fitchburg, at 5.30, and 9.15 A. M., 12.10 and
3.40 P. M. Return, 9.45 A. M., 6.25 and 7.30
P. M.
Fall River, at 7.30, and 8 A. M., 12.10, 3.40 and
5.20 P. M. Return, 8, and 11.15 A. M., 3.15
and 4.17 P. M.
Newport, at 7.30, and 9.15 A. M., and 3.40 P. M.
Return at 7.20 and 10.40 A. M., 2.50, and
3.45 P. M.
New York, via Fall River and Stonington,
at 5.30 P. M. Return, at 5 P. M.
New York via Shore Line, at 7.30, and 9.15 A.
M., and 5.20 P. M. Sundays 8.45 P. M. Re-
turn, 8 A. M., and 1.10 P. M. Sundays, 10
P. M.

LEAVE TAUNTON, FOR

Boston, at 5.25, 8.06, and 11.10 A. M., and 4.30
P. M. Return, at 8, and 11.10 A. M., 2, 4.35,
and 5.30 P. M.
Providence, at 5.25, 8.10, 10, and 11.15 A. M.,
1.40, 4.35 and 6 P. M. Return, 8, 9.15, and
10.50 A. M., 1.55, 4.40, 6.20, and 7.20 P. M.
Passengers for way stations between
Mansfield and Boston, in the morning will
take the 5.30 A. M. train from New Bedford,
and the 8.12 A. M. train from Taunton.
*On arrival of Shore Line from New York.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.45 A. M., and 2.30 P. M.
Mattapoisett, at 7.45 A. M., 2.30 and 4.40 P. M.
Marion, at 7.45 A. M., 2.30 and 4.40 P. M.
Tremont, at 7.45 A. M., and 2.30 and 4.40 P. M.
Cape Cod, at 7.45 A. M., and 4.40 P. M.
Nantucket, at 7.45 A. M.

Plymouth, at 2.30 P. M.

LEAVE BOSTON, via Old Colony Railway,

at 8 A. M., and 4 P. M.

LEAVE SANDWICH at 7.00 A. M., 2.43 P. M.

LEAVE HYANNIS, at 7.06 A. M., and 1.52
P. M.

LEAVE TREMONT, at 9.50 A. M., 3.42 and
5.40 P. M.

LEAVE MARION, at 10.02 A. M., 3.57 and 5.52
P. M.

LEAVE MATTAPoisETT, at 10.14 A. M., 4.12
and 6 P. M.

Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.

je26, 1876.

WARREN LADD, Asst. Supt.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union Street, daily, (Sundays excepted,
for Boston, Providence, Taunton and way
stations at 6 and 7 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the Uni-
ted States and Canada.

Specie, Bank Notes, and other valuables,
safely transported. Notes, Drafts, Bills,
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.

This Express connects with Steamer Mon-
thly, at Woods Hole, (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie.

New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk Street, opposite the Old
South Church.

Providence, 34 Dorrance Street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union Street.

A. D. HATCH,

GEO. C. HATCH,

CALVIN R. LYMOND, JR.

New Bedford, May 20, 1876.

DAVENPORT, MASON & Co.'s
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with the Express
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Passa-
ge Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 8th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co

New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—In New York, at 105 Wall
Street; No. 346 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 19 Commercial Wharf;
New York, at No. 100 of Company, 6 Com-
mercial wharf.

For further information apply at office of
HATCH & DAY, Agents, 46 South street,
New York, and at office of Company, 6 Com-
mercial wharf.

je20/75-11 FRANK H. FORBES, Agent.

Scribner's Monthly for 1876

THE publishers invite attention to the
following list of some of the attractive
articles secured for Scribner's Monthly, for
the coming year. In the field of fiction, be-
sides numerous novelettes and shorter sto-
ries, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our
hands,

"GABRIEL CONROY,"

By Bret. Harte.

Begins in the November number,

and will run for twelve months. This is Mr.
Harte's first extended work. The scenes and
characters, which the author has chosen
from his favorite field, California, are paint-
ed with characteristic vividness and pow-
er; and the work is without doubt the most
graphic record of early California life that
has yet appeared.

We shall also begin in the January No.

"PHILIP NOELAN'S FRIENDS,"

Or Show Your Passports,

BY EDWARD EVERETT HALE.

The scene of this story is laid in the South-
western territory, now forming the States of
Louisiana and Texas, at the time of Aaron
Burr's treason. The characters lived in a
section which was now American, now
French, and now Spanish, and the record
of their adventurous lives makes a story of
intense and unflagging interest throughout.

A SECOND "FARMER'S VACATION,"

BY COL. GEORGE E. WARRING, JR.

Col. Warring is now in Europe, visiting in
a row-boat ride of two hundred and fifty
miles, one of the most fertile and interest-
ing of the vine-growing valleys of Europe.
The second series of papers promises to be
even more interesting than that with which
our readers are already familiar.

CENTENNIAL LETTERS,

Edited by John Vance Cheney.

A rare collection of Revolutionary Letters,
mainly from stores in the hands of the de-
scendants of Col. Joseph Ward. They are
full of interest, and will be read with a rare
relish in connection with the Centennial
Celebration of the year.

BRILLIANTLY ILLUSTRATED

ARTICLES ON

AMERICAN COLLEGES.

Written respectively by their friends, will
appear during the year. The revived inter-
est in college life makes these papers espe-
cially timely, and will secure for them un-
usual attention.

OLD NEW YORK.

Elegantly illustrated articles on Old New-
York, by John F. Mines, will appear at once,
and will attract the attention of all, in city
or country, who mark with interest the de-
velopment of the great metropolis, and in-
fectiously remember the quaint peculiar-
ities of its olden time.

Every number is profusely illustrated,
thus enabling us to give to our readers a
wide and narrative articles, an interest and per-
manent value never attained in a non-illus-
trated periodical. Under its accustomed
management the magazine will in the fu-
ture be devoted to the best literature, and
to sound literature and Christian progress.

THE EDITORIAL DEPARTMENTS

occupy over twenty pages of each number
and contain Dr. Holland's vigorous and
timely editorials, as well as reviews of the
latest works in Art, Literature and Science.

TERMS:

\$4 a Year, in advance; 35 cents a No.

The 10 volumes complete, Nov. 1870, to Oct.

1875, bound in maroon cloth, \$20.00.

AUGUST 29, 1876.

VESSEL'S NAME.	TA.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.	ALL	OF	ON
SP.	WH	SP.	WH	SP.	WH	SP.	WH	SP.	WH
NEW BEDFORD.									
N A T Tucker, bark.	129	Baker.	Joseph & William R Wing.	November, 26, 74	Atlantic Ocean.	June 29, 76, sailed from Bermuda.	430	220	
Abm Brauer, bark.	130	Fletcher.	Jonathan Bourne.	May, 26, 74	Atlantic Ocean.	April 28, 76, at sea, no lat &c.	340	160	80
Abble Brad, schooner.	113	Russell.	William Lewis.	April, 20, 75	Atlantic Ocean.	May 31, 76, at sea, lat 40 N, lon 43 W.	175		
Adams, bark.	109	Hickmott.	Ivory H Bartlett & Sons.	March, 27, 75	North Pacific Ocean.	July 14, 76, at sea, no lat &c.	190		
Adeline Gibbs, bark.	327	Snell.	Jonathan Bourne.	August, 9, 75	Atlantic Ocean.	July 12, 76, in Arctic Ocean.	130	1650	
Adm. Barnes, bark.	327	Fisher.	Jonathan Bourne.	June, 23, 76	Pacific Ocean.	May 20, 76, sailed from St Helena.	225		
Alaskan, bark.	347	Fisher.	Jonathan Bourne.	June, 23, 76	Pacific Ocean.	June 12, 76, at sea, no lat &c.	40		
Alaskan, bark.	340	Howland.	Loum Snow, Jr.	July, 6, 76	Atlantic Ocean.	June 12, 76, at sea, no lat &c.	40		
Atlantic, bark.	291	Wing.	Joseph & William R Wing.	August, 8, 76	Indian Ocean.	January 27, 76, on New Ireland.	380	380	
Avon, bark.	230	Bourne.	John P Knowles, 2d.	July, 16, 74	Indian Ocean.				
BARTHOLOMEW.									
Bart Gosnell, bark.	305	Robinson.	Charles R Tucker & Co.	May, 23, 75	Atlantic Ocean.	July 21, 76, at Fayal.	160		
Beaumont, bark.	302	Gifford & Cummings.	Gifford & Cummings.	In port.					
Beaumont, bark.	299	Craw.	Taber, Gordon & Co.	November, 30, 75	Indian Ocean.	June 19, 76, at Mahe.	100	800	
Camilla, bark.	328	Ludlow.	Swift & Allen.	December, 6, 71	North Pacific Ocean.	April 3, 76, at Honolulu.	245	3850	170
California, bark.	219	Sherman.	Charles R Tucker & Co.	December, 8, 74	North Pacific Ocean.	Arrived August 9, 76, 1 day sperm.	475	10	475
Canton, bark.	292	Tinkham.	John T Richardson.	In port.		Arrived August 24, 76, 40 sperm.	375		
Charles W Morgan, bk.	314	Tinkham.	Joseph & William R Wing.	April, 23, 75	Atlantic Ocean.	June 18, 76, sailed from Fayal.	2850	870	
Cleora, bark.	238	John P. Knowles, 2d.	John P. Knowles, 2d.	In port.		Arrived December 8, 75, 100 sperm 300 whale.	600	1220	
Cleora, bark.	238	Swift & Allen.	Swift & Allen.	July, 29, 73	Atlantic Ocean.	June 19, 76, sailed from Bay of Islands, home.	630	1320	350
Com. Morrell, bark.	333	Homan.	Swift & Perry.	August, 4, 74	North Pacific Ocean.	No date, in Arctic Ocean, 2 whales.	1000		
Com. bark.	361	Marvin.	Taber, Gordon & Co.	December, 4, 72	Pacific Ocean.				
DANIEL WEBSTER.									
Desdemona, bark.	327	Vincent.	William O Brownell.	In port.		Arrived May 2, 72, 85 sperm 300 whale.			
Desdemona, bark.	258	Peaks.	George & Matthew Howland.	July, 20, 75	Atlantic Ocean.	May 15, 76, sailed from St Helena.	85		
Deering, bark.	225	Swift & Perry.	Swift & Perry.	In port.		Arrived September 4, 76, 470 sperm.			
E B Phillips, bark.	144	Davidson.	John McCullough.	In port.		Arrived July 30, 76, 300 sperm.			
Eliza, bark.	408	Colson.	Taber, Gordon & Co.	In port.		May 12, 76, at sea, no lat &c.	100	100	
Eliza, bark.	73	Potter.	Tucker Damon, Jr.	In port.		Arrived September 17, 75, 85 sperm 6 whale.	775	480	
Elizabetta C Jones.	107	William Lewis.	William Lewis.	In port.		July 14, 76, on Off Shore Ground.			
E H Adams, brig.	107	Swift & Allen.	Swift & Allen.	October, 20, 75	Pacific Ocean.	Arrived August 15, 76, 165 sperm 10 whale.			
Euroda, bark.	285	Herendeen.	Thomas Knowles & Co.	October, 20, 75	Pacific Ocean.	Arrived April 7, 76, 100 sperm.	50	50	
Falcon, bark.	77	William Lewis.	William Lewis.	In port.		May 21, 76, at sea, no lat &c.	470	90	80
Gazelle, bark.	273	Mosher.	Swift & Allen.	June, 29, 75	Pacific Ocean.	June 16, 76, at sea, no lat &c.	425	165	
General Scott, bark.	215	Robbins.	John T Richardson.	May, 7, 75	Atlantic Ocean.	July 7, 76, on Western Coast of St Helena.	1160	460	
George S Susan, bark.	343	Heyer.	George & Matthew Howland.	September, 17, 74	Atlantic Ocean.	April 22, 76, sailed from St Helena.	150	40	225
Graydon City, bark.	163	Clay.	Henry Clay.	December, 9, 75	Atlantic Ocean.	May 19, 76, at sea, lat 31 59, lon 74 30, 300 blbs.	225		
Graydon, bark.	163	Abbott P Smith.	Abbott P Smith.	November, 30, 75	Indian Ocean.				
HADLEY.									
Hadley, bark.	163	Cleveland.	William Lewis.	October, 29, 74	Atlantic Ocean.	May 29, 76, at Barbadoes.	570	20	280
Heldreth, bark.	324	Bansley.	Swift & Allen.	July, 6, 76	North Pacific Ocean.	June 6, 76, at sea, no lat &c.	330	350	
Hesperia, bark.	311	Sherman.	Swift & Perry.	October, 19, 75	Indian Ocean.	April 12, 76, at St Jago.	100	90	270
Hope On, bark.	191	Baker.	John T Richardson.	November, 24, 75	Atlantic Ocean.	May 1, 76, off French Rock.	270	90	90
Hunter, bark.	355	Keenan.	Jonathan Bourne.	September, 20, 75	Pacific Ocean.				
JAMES ALLEN.									
James Allen, bark.	349	Keenan.	Gideon Allen & Son.	January, 3, 72	North Pacific Ocean.	May 15, 76, in Arctic Ocean.	1510	5100	
James Arnold.	346	Wilson.	Taber, Gordon & Co.	June, 3, 74	Pacific Ocean.	May 17, 76, sailed from Bay of Islands.	1200		400
Janet, bark.	164	Gantland.	William Lewis.	April, 14, 75	Atlantic Ocean.	July 14, 76, at sea, no lat &c.	720		
Janus, bark.	309	Colson.	George & Matthew Howland.	October, 3, 72	North Pacific Ocean.	Arrived August 2, 76, 100 sperm 300 whale.	415		
Java, bark.	290	Fisher.	Joshua C Hitch.	October, 2, 72	North Pacific Ocean.	April 5, 76, sailed from San Francisco.	330	3300	
Jean Perry, bark.	316	Chace.	Swift & Perry.	September, 27, 75	Indian Ocean.	May 24, 76, in Arctic Ocean.	620	2050	
John Carver, bark.	319	Dean.	Thomas Knowles & Co.	June, 1, 75	Pacific Ocean.	August 3, 76, at Panama.	600		600
John Davidson, bark.	173	Dawcock.	William Lewis.	June, 1, 75	Pacific Ocean.	May 25, 76, at sea, no lat &c.	220	80	190
John Davidson, bark.	173	Cole.	William O Brownell.	June, 4, 72	Pacific Ocean.	May 25, 76, sailed from Bay of Islands, home.	190		30
John P West, bark.	335	Manchester.	Simcon N West.	May, 4, 75	Pacific Ocean.	June 2, 76, at Panama.	1150	1500	1000
John & Winthrop, bk.	338	Shilverick.	John P Knowles, 2d.	July, 19, 76	Pacific Ocean.	May 4, 76, at sea, no lat &c., 150 blbs.	540		15
Josephine.	363	Long.	Swift & Perry.	August, 24, 75	North Pacific Ocean.	May 30, 76, in Arctic Ocean, 2 whales.	190		
HOWLAND.									
Howland, bark.	206	Howland.	Joseph & William R Wing.	July, 19, 75	Indian Ocean.	March 28, 76, sailed from St Helena.	220		
Howland, bark.	206	Howland.	Joseph & William R Wing.	July, 19, 75	Indian Ocean.	June 1, 76, at sea, no lat &c.	320	320	
Howland, bark.	206	Howland.	Joseph & William R Wing.	July, 19, 75	Indian Ocean.	June 16, 76, at sea, no lat &c.	80		
Howland, bark.	206	Howland.	Joseph & William R Wing.	July, 19, 75	Indian Ocean.	May 15, 76, sailed from Barbadoes.	950	250	920
Howland, bark.	206	Howland.	Joseph & William R Wing.	July, 19, 75	Indian Ocean.	June 11, 76, sailed from Barbadoes.	400		
Howland, bark.	206	Howland.	Joseph & William R Wing.	July, 19, 75	Indian Ocean.	Last of June, 76, at sea, no lat &c.	640		400
Howland, bark.	206	Howland.	Joseph & William R Wing.	July, 19, 75	Indian Ocean.	April 24, 76, sailed from St Helena.	330	180	
Howland, bark.	206	Howland.	Joseph & William R Wing.	July, 19, 75	Indian Ocean.	July 8, 76, touched at Bermuda.	990		
MARENGO.									
Marengo, bark.	166	Tripp.	Charles R Tucker & Co.	August, 1, 76	Indian Ocean.				
Marengo, bark.	166	Tripp.	Charles R Tucker & Co.	August, 1, 76	Indian Ocean.				
Marengo, bark.	166	Tripp.	Charles R Tucker & Co.	August, 1, 76	Indian Ocean.				
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Marengo, bark.	166	Tripp.	Charles R Tucker & Co.	August, 1, 76	Indian Ocean.				
Marengo, bark.	166	Tripp.	Charles R Tucker & Co.						

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BALANCE
OF HIS
MEN, YOUTHS, AND BOYS
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mh2 2775 tf

H. A. POLHAMUS **H. A. POLHAMUS,**
H. A. POLHAMUS & SON
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
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OILS, WHALEBONE, &C.,
OFFICE, 140 FRONT STREET
NEW YORK.
ESTABLISHED 1841.

may 7 '72

CHARLES R. SHERMAN,
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NAUTICAL, MATHEMATICAL, &
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Logs, Stationery, &c.,
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NEW BEDFORD.

SEXTANTS, QUADRANTS, SPY-GLASS
CONJUGERS, &c., repaired in a workman
manner and on reasonable terms.

All orders thankfully received &
promptly executed.

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OFFER FOR SALE
Yellow Metal and Copper Sheathing
BOLTS, SPIKES, NAILS, &c.
Old Metal taken in exchange for
John P. Knowles, 2d, Agent
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\$5 to \$20 per day at home. Sample
\$1 free STINSON & CO. P.
land, Maine. 17 meht7

J. H. BARTLETT & SONS

(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles.
ON COMMISSION.
NEW BEDFORD, MASS.
IVORY H. BARTLETT
GEO. F. BARTLETT.
J. C. MERRILL & Co.
SHIPPING AND COMMISSION MERCHANTS
204 & 206 California Street
SAN FRANCISCO, CAL.

Particular attention paid to these Merchandise, purchasing and shipment of California and Oregon Produce, chartering of self effecting Insurance, &c.
Liberal advances made on consignments

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William H. Matthew
Weston Howland,
George Barney,
Edward Merrill,
S. Griffin Morgan.

sep28/09. 1

PANAMA---U. S. C.,
GEORGE F. WILSON. JOHN BRAKEMER
WILSON & BRAKEMEIER

**PURVEYORS TO THE AMERICAN AND
ENGLISH NAVIES, SHIPPING AND
COMMISSION MERCHANTS.**

ALL BUSINESS connected
with **WHALE** carefully attended to.

Exchange bought and sold.

REFERENCES.

Messrs. J. H. Bartlett & Sons,
Loun Snow, Jr., N. Bedd
William Lewis.

Oct 575 1y

OFFICE OF THE

Atlantic Mutual

INSURANCE COMPANY.

NEW YORK, January 24th, 1876.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1875.

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875.....	\$5,840,021.88
Premiums on Policies not marked off 1st January, 1875.....	2,455,372.25
Total amount of Marine Premiums.....	\$8,295,394.75
No Policies have been issued upon Fire Risks; no Policies on Fire disconnected with Marine Risks.	
Premiums marked off from 1st January, 1875, to 31st December, 1875.....	\$6,123,124.66
Losses paid during same period.....	2,712,068.50
Return of Premiums and Expenses.....	1,217,477.21
The Company has the following ASSETS, viz.:	
United States and State of New York Stock, City, Bank and other Securities.....	10,314,946.00
Loans secured by Stocks, and otherwise.....	2,544,200.04
Real Estate and Bonds and Mortgages.....	267,000.06
Liabilities and sundry notes and claims due the Company, estimated at.....	454,037.52
Premium Notes and Bills Receivable.....	2,076,360.
Cash in Bank.....	363,462.41
Total amount of assets.....	\$16,019,940.22

Six percent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on Tuesday, the first of February next.

The outstanding certificates of the issue of 1875, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued on interest, the payment of interest and redemption will be in gold.

A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones,	William H. Webb,
Charles Dennis,	Gordon W. Burnham
W. H. H. Moore,	Frederick Channey
Henry Colt,	Charles P. Burdett,
Lowell C. Russell,	Charles H. Skiddy,
Charles H. Russell,	Robert B. Mintra,
Lowell H. Holbrook,	Robert L. Stuart,
Royal Phelps,	James G. DeForest
David Lane,	Alexander V. Blake
James Bryce,	Charles B. Leverich
Daniel S. Jowler,	Charles H. Mintra,
William Sturgis,	Adolph Lemoyne,
John Elliott,	George W. Lane,
William E. Dodge	Adam T. Sackett,
Joseph C. Cow,	Thomas F. Youngs,
G. A. Hand,	Horace Gray,
James Low,	Whitrop G. Ray,
John D. Hewlett,	Samuel Hutchinson
Edmund W. Corlis,	

JOHN D. JONES President,
CHARLES DENNIS, Vice-President,
W. H. H. MOORE, 2d Vice-President.

Feb 1/76

J. E. BLAKE & CO.,
Druggists and Apothecaries

WITH care and attention to business and
with trust, with the reputation of honest
and fair dealing secured by a long busi-
ness experience, we hope to merit and re-
ceive a fair share of public confidence and
patronage.

Our stock, which we intend shall be the
largest and most complete in this section,
comprises everything required to meet the
wants of Physicians, Dealers, and the retail
trade. Physicians are hereby notified that
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New Zealand.

Whalers' Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34. NEW BEDFORD, TUESDAY MORNING SEPTEMBER 5, 1876. NO 29.

The Whalers' Shipping List,
AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY E. P. RAYMOND,
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IMPORTATIONS IN 1876.

Table of Importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

	Bls.	sp.	wh.	bone.
JANUARY.				
By Railroad, N. B.	40,885			
7 John Nickerson, N. Y.	191			4,500
11 Nile, N. L.	385			1,500
20 On freight,				136
25 Colon, N. Y.	81			
26 Genl.,	182		893	52,885
FEBRUARY.				
2 Humber, Boston,	1,185			
14 City of Dallas, N. Y.	151			
27 Young America,				2,945
27 Colon,				69
MARCH.				
30 Bart. Gosnold, N. B.	817			3,333
31 A. Blake, Marion,	82			20
	2,305		3,367	
APRIL.				
1 Syren, N. B.	93			5,483
2 L. F. Simmons, N. L.				443
3 Flying Fish,				32
4 Azor, N. B.				1,600
15 Helen Mar, N. B.	90			1,500
20 On freight,				101
25 Ceylon,				1,550
26 Colon, N. Y.				43
29 Alfred Keen, Bst'n,				140
29 Desdemona, N. B.				100
30 G. City, Ferdinandina,				40
MAY.				
1 Arnolda, N. B.	620			125
do, on freight,				410
2 Marcella, N. B.				1,032
3 Azor, Boston,				609
11 C. H. Pigeon,				210
12 Fleeting,				24
13 Roman, N. L.				40
do, on freight,				1,425
22 C. Phillips, N. Y.				68
24 Stafford, N. B.				375
JUNE.				
5 Gov. Morton, N. Y.	250			985
6 H. Wood, N. B.	1,613			556
8 Triton,				34
8 Atlantic,				400
14 President, N. B.				60
15 Andos, N. B.				950
19 Crescent City, N. Y.				809
21 Alps,				150
JULY.				
1 Elvie Allen, N. B.	2,273			72
2 Mattapoisett,				200
3 Wm. & Anthony, N. B.	1,151			
3 Colon, N. Y.				555
9 Osprey, Boston,				555
15 Acapulco, N. Y.				280
20 Eliza Adams, N. B.	1,140			90
do, on freight,				750
30 E. Phillips, N. Y.				390
30 Ellen Fitzgib,				110
AUGUST.				
2 Agate, N. B.				200
3 Audubon, N. B.				60
10 E. H. Adams,				165
10 D. Small,				300
17 California,				1,650
20 On freight,				154
20 W. A. Grozier, Prvt'n				300
25 Catalpa, N. B.				40
25 N. J. Knight, Prvt'n				169
26 Mary Frazier, N. B.				160
do, on freight,				809

LIST OF WHALERS IN PORT.

NEW BEDFORD.
Ship California, Brighton, Pacific.
" Eliza Adams, Cornell, Atlantic, Sept.
" Hark Bounding Billow, Luce, Pacific, Sept.
" Cape Horn Pigeon, Baker, Pacific.
" Catalpa.
" Cicero, Foster, Atlantic, September.
" E. B. Phillips, Francis, Atlantic.
" E. Corning.
" Europa, Penman, Pacific.
" Frazier, Penman.
" Merlin.
" Progress.
" Brig E. H. Adams.
" J. H. Hill, Baxter, Atlantic.
" Schr. Ellen Rodman, West, Atlantic.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from.

	wh.	bone.
Commodore Morris,	875	
do, on freight,		25
Coral,	180	350
do, on freight,		682
Golden City,	110	475
Janet,		110
Mercury,	600	500
Milton,	1,740	200
Pacific,	160	
Pacific, Prvt'n,	400	
Seine,	300	25
Union,	13	500
Wave,	190	

WESTPORT.

Andrew Hicks, 600

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As a political journal, the Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of its support has been identified. It has supported the Republican Party in the past often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. But its support has been free and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to the principles of the important issues which will shortly engage the attention of the people of the whole country. Great issues are at stake, and it will need all the force of the press to sustain the right of the people.

In the Presidential canvass, the Times will strive to get the best candidates nominated and afterward to render them a hearty support. It will take no part in personal intrigues, but will be ready to defend leaders and candidates who are true and faithful representatives of the people.

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THE WRECK OF THE STRATHMORE.

BY ONE OF THE SURVIVORS.

The Strathmore was an iron vessel of 1,492 tons, and acknowledged to be as fine a ship of her class as ever left the port of London. Her commander, Capt. Macdonald, besides being a worthy man, was an experienced and careful seaman. His first officer, Mr. Ramsay, was also a sailor of the right type; but of the crew, generally, that could not be said, although there were some good men among them. We mustered a crew of 38, men and boys; passengers of the three classes, 51; in all, 89 souls. This was the clipper's first voyage, and our destination was Otago, New Zealand. The ship's cargo was principally railway iron, but along with other things we had candles and spirits, and a still more inflammable item immediately to be mentioned. We left the docks on the 17th of April 1875, and dropped down the river below Gravesend to complete our cargo, by taking aboard twenty tons of gunpowder, which having been stored, all the arrangements for sailing were complete; and, having anchored, we bade farewell to England about midnight of the 19th of April.

We got very pleasantly out of the Channel, and, owing to the course we steered, we in a great measure avoided that landsman's terror, the swell of the Bay of Biscay. A head wind now came on, which continued for a fortnight, driving us right across towards America. When that had ceased we had a fair wind, but so slight that at times we did not make more than a quarter of a mile an hour. After a time more settling breezes blew; we had now somewhat fitted down to life on board ship, the weather had become exceedingly hot, and we betook ourselves to such light amusements as suited the temperature; some to reading, some to whist and backgammon, others "spinning" or listening to a yarn.

I and three friends occupied one cabin; Fred. Bentley, and two brothers, Percy and Spencer Joslen. Our meals were always welcome, agreeably breaking the monotony of life at sea. When we had been out about ten days the routine was rather unpleasantly varied by the discovery that the crew had broken into the cargo and abstracted a couple of cases of spirits. This might not have been so soon found out, had the knaves not got so hopelessly drunk that they were incapable of work. For a day or two they were insubordinate, and the passengers had to assist in working the ship. This matter, however, blew over, and things fell into the ordinary course. So reckless were these men that they were seen (as we afterwards learned from a third-class passenger) in the vicinity of the gunpowder with a naked candle.

On the 20th of May we had a thunderstorm so terrific that from its exciting effects some of the ladies were confined to their berths nearly all next day. To me and my companions it was a scene grander of the kind than we had ever witnessed in our Northern latitudes. No ordinary language could describe it.

On the following day, May 21st, we were hailed by the Loch Maree, homeward bound, and short of provisions, lat. 4° 20' North. Our captain having supplied this ship with such stores as he could spare, we sent letters home by her. We were spoken by the Borealis on the 27th of May, and for the last time by the Melpomene on the 8th of June. We had this vessel in sight for two days.

Passing over the amusements incidental to crossing the Line, nothing of importance occurred while proceeding in a Southeasterly direction, till we had rounded the Cape of Good Hope and got fairly into the Southern Ocean. This vast expanse of sea, between lat. 40° and 50° is dotted with several groups of small, desolate islands, requiring to be shunned with all the care of the navigator. At mid-day on the 30th of June, we were 87 miles from one of these dangerous groups, called the Crozet Islands, and running at the rate of six knots an hour, we expected them to be in sight by next morning, the 1st of July. A good look-out was kept. But two circumstances baffled every precaution.

There was an error in the compass,* and a fog settled down on the horizon; the result being that the captain believed we were ten or fifteen miles further South than we really were. Hence the dreadful fatality that ensued. At a quarter before 4 in the morning of the first of July, when in my berth, I felt the ship strike on one of these wretched Crozet Islands. I hurriedly dressed, and my friend Bentley went to warn the ladies, whom he already found up and hastily attired. The ship had got wedged in a cleft in the rock. This, our partial escape from destruction, appeared to us little short of a miracle, for had she struck a few feet on either side, our ship, good though she was, must inevitably at once have gone down. She hung by the fore-part, with a list to starboard, her stern being submerged in deep water.

*The error may have arisen from the proximity of the ship to the Crozets, whose rock-bound coast abounds in compass-deranging ironstone. Or, the compass of the ship, which perhaps was not properly "awung" before leaving port—may have been affected by her cargo of iron.

Bentley and I with others made for the port-quarter boat, but we could not get it off the davits, as a sea broke over us and washed us forward to the hand-rail of the poop. All from the poop forward was now rapidly getting under water to midship. The captain, seemingly greatly distressed, yet with characteristic disregard of self, gave orders as to the boats, directing that the women should be looked to first; his chief officer, Mr. Ramsay, another fine fellow, also doing all that was possible in the short time left to them. Unhappily for them and for us, the second or third wave that washed over the ship carried away these good men, all of whom were respected and lamented. A number of people got into the port life-boat, including Mrs. Wordsworth (the only lady saved), and Messrs. Bentley and Spencer Joslen. A sea came and took this boat off the chocks. She fell back and partly stove in her bottom, but rose and floated across the poop, and finally left the ship, to the wonder of every one, without capsizing. It was in endeavoring to leap into this boat that our poor friend Percy Joslen was lost. The gig, with others of the crew and passengers, followed in charge of the second mate, and after her the dingy in charge of the third mate, about 9 o'clock A. M.

To resume my personal experience. The boats left us going toward the rocks, which we saw in front of us about 100 yards off, rising like a wall several hundred feet out of water. I should have mentioned that for the time, having parted company with Bentley, I, to save myself, took to the mizzen rigging. There I remained with others until daybreak, by which time the ship had gone under water, all but the forecastle head. On day breaking, I got along the mizzen topgallant-stay to the roof of the deck-house. There was a heavy swell, but every wave did not break over us. Several others scrambled to the same place. We then went on to the forecastle.

Late in the afternoon the gig returned and took away five passengers whom we had not before seen, and who had been clinging to the mizzen-top. They went off, and we were left shivering in the cold, the lateness of the day rendering it impossible for the boat to return. We passed a miserable night. Our position was one of great peril, as we felt the vessel rising and falling with the flowing and receding wave; we not knowing but that the next wave would liberate and sink our ill-fated ship—as was the case a few hours after we left her. We had nothing to subsist on but a few biscuits, and we were almost frozen by the wet and extreme cold. About 10 A. M., of the second day, the gig returned, bringing back the hope of life which had almost left us. This boat took us all off, the last remaining being myself, another passenger, and nine of the crew. The sea had now become more calm, and we got to the landing-place, about a mile and a half to the Southeast of where our ship had struck; this place had been discovered by the first boat; and a rope had been fixed to the cliff, by which we climbed up the rock.

As the morning of the wreck was nearly pitch dark and the incidents were too crowded, many occurred which did not come under my personal observation. Miss Henderson was swept from the deck by an early wave; her brother survived, to die a more lingering death on the island. Mrs. Walker fell a victim to her maternal feelings, as she would not enter the boat without her child. It had been taken by the second mate, and placed in charge of the second steward in the rigging. One of the ships apprentices, much to his credit, gave up, on request, a life-buoy to one of the passengers. Terrible as the circumstances of this sad morning were, it is surprising the outward composure that was maintained throughout. I did not hear even one scream from the women. Mrs. Wordsworth showed great self-possession. When all landed and collected, we found forty lives had been lost, including one entire family of ten. George Mellor, a third-class passenger, died ashore of exhaustion the second night, and was buried in the sea.

Upon landing, I was regaled with a leg of a young albatross (of which and other birds there was fortunately a considerable store on the island) roasted; and after having been thirty hours on the wreck, I need scarcely say that I never tasted anything sweeter. A glance at the sterile rock on which the fates had driven us, and on which we were to live if we could for an indefinite time, showed that, compared with it, Crozets island was as a garden of Eden. We were on Apostle Island, which to judge by the guano-deposit, must have been the home of sea-birds for ages, and on which, very probably, the foot of man had but seldom if ever trod.

Before entering on the subject of our life on the island, it may be as well to give a brief account of the group of islands of which ours was one. The Crozet Islands are a volcanic group to the South of the Indian ocean, lying between Kerguelen's Land on the East and Prince Edward's Islands on the West. They take their name from Crozet, a French naval officer. Apostle Island, on which we were, was the largest of the reef of rocks called the Twelve Apostles, forming part of the

group. Large and small, islands and rocks inclusive, are twenty-six in number. We spent the first and second nights ashore very miserably, owing to the cold and damp. My first night—the second since the wreck—I, along with five others, lay under a rock; next night we all got into a shanty which had been built, but we were so closely packed that it was not possible to sleep. Therefore next night, Bentley, Henderson and I went back to the rock, under the ledge of which we slept for several weeks. Before we got more sheltered, by building up a wall of turf, we were sometimes, in the morning when we awoke, covered with two or three inches of snow. Little of any value was saved from the wreck; some clothes were got out of the forecastle; and a passenger's chest, containing sheetings, blankets, table-covers, knives, forks, spoons, and a few other things, was picked up on return to the ship by the life-boat. The boats picked up, floating, a cask of port wine, two cases of gin, two cases of rum, one of brandy, one of pickles, some fire-wood and a case of ladies' boots, which were not of much use to us; also a case of confectionery, the tins of which became very serviceable as pots for culinary purposes.

Two barrels of gunpowder also were found, and matches; also some deck planks and other pieces of timber were secured, which were useful for our fires. When the wood was exhausted, we discovered that the skins of the birds made excellent fuel. During the night of the 3d of July the boats moored to the rocks broke away and were lost. This was greatly deplored at the time; but I consider it a fortunate circumstance, for the ship having sunk, the only footage that would have been recoverable was spirits, which perhaps we were better without. And for another reason; with the boats we might have been tempted to visit, and perhaps remain on Hog Island, which appeared about six miles off. We should have had a greater variety of food there, and probably altogether less privations and discomfort than we were subjected to on Apostle Island; but we would have been more out of the course of ships going to Australia or New Zealand, so that our rescue might have been much longer delayed.

The want of controlling authority was soon apparent in our small community. There was no one capable of exercising that influence, which by judgement, firmness and a sense of justice, supported by the well-disposed, would have kept in check the troublesome spirits, who, however, were a small minority. Disciplinary power being wanting, the turbulent element was in the ascendant for some weeks after our landing. At length matters subsided into comparative order; but there never was perfect confidence. It was found advisable, for the general advantage, that we should be separated into parties; subsequently, into as many as six squads. This segregation was effected by a kind of natural affinity in the combining elements.

Mrs. Wordsworth lived for a considerable time in the large shanty, until a smaller one was given up for the sole use of her and her son. This lady was ill during nearly the whole time of our sojourn on the island, but bore the privations she was subjected to with great fortitude. Little could be done to alleviate the hardships she suffered; she received such attention as the limited means at hand afforded, and was throughout treated with general respect. For instance, when dinner was served, each man passed his hat for his share of fowl; Mrs. Wordsworth's was handed to her on a piece of board.

A Bible had been saved, which was read aloud, and psalms sung from time to time with great fervency, and early teachings, which had laid long latent, were revived with great force in their application to our present condition. These readings had a peculiar solemnity when we were laying our dead in their graves. The emotions thus produced were with some probably transient, although at the time heartfelt; with others the impressions may be more lasting.

We found our island to be about a mile and a half long by half a mile in breadth; no wood grew on it; indeed, a considerable part of it was bare rock; the rest of it was covered with rank grass, and an edible root with a top like a carrot, but not in any other respect resembling that useful esculent. We found this of great service to us, as it was our only vegetable and grew plentifully; we ate the stalk at first, and afterwards the tops only; sometimes boiled, sometimes raw. It has been said that he was a brave man who first ate an egg; if that be admitted, I think some claim to courage may be made by our quartermaster, "Bill," who, notwithstanding some warning jokes, first tested this plant, very much to our future benefit.

We were also fortunate in discovering an excellent spring of water, somewhat impregnated with iron, but imparting a quality which I believe was very favorable to our health. In our frequent and very necessary ablutions we used, in lieu of soap, the yolks of eggs and birds' livers; some made use of their blood for the same purpose, which I did not much incline to.

When we landed on the island there were about 200 of the albatross, young and old, and notwithstanding the warning of the Ancient Mariner, we killed many of these fine and, to us, useful birds. We agreed, however, not to meddle with the eggs, that we might in due time have the benefit of the young birds. There were several hundreds of "gray-backs" (Knot), a few small white pigeons, sea and land ducks, and lots of "whalers" (Ivory gull) and divers—birds about twice the size of a sparrow. These make their nests in the ground, about a foot or two deep. Mutton birds were found for many months; they also make their nests underground, but are rather more particular in selecting dry spots. They are about the size of a small hen, black feathered, and coated with fat, which, even raw, we considered a luxury. The molly-haws (Fulmar petrel) came in about the middle of August; there were several hundreds of them. As soon as one lot was killed others came in; in all, there must have been 5,000, if not more. The first penguin was killed by the cook, I think on the 29th of September; only a few were seen within the next three days, but every day after that they came in hundreds. There must have been from time to time fully 1,000,000 of these birds. We killed upwards of 50,000 without making any apparent impression on their numbers. The albatross, which had left, returned to the island before we were taken off. This fine bird, that "holds its holiday in the stormy gale," I had heard say was 14 feet in the expanse of its wings; but we had specimens on our rock that were 17 feet from the extreme points of their extended pinions. Capt. Carmichael (Linn. Trans. vol. xii.) says that the great albatross raises no nest, but merely selects some cavity for the reception of a single white egg; whereas those on our island raised a very fine, high nest. It nourishes its young by disgorging the oily contents of its stomach. The cock-bird comes to land first, as it were to select the spot for the hen-bird to deposit the egg, which, when laid by the hen, he sits on for days, while the lady-bird goes to sea.

The penguin, which feeds its young in the same way as the albatross, is a curious bird, having in place of wings two membranes, which hang down at each side like little arms. It cannot fly. Its mode of walking is very singular, something between a waddle and a hop. As our rock was precipitous on all sides, the penguins came in where the rock was lowest, riding on the crest of the beating wave, often falling in their first attempts to land. When they touch the ground they march landward in Indian file, keeping good order; but are received as intruders by those already on shore. In fact, their reception is most inhospitable; they are pecked at, and made to understand that they are not wanted; however, there is no blood shed, and they soon unite with the original settlers, in turn joining them in the assault on the next comers, or invaders, as they seem to think. They sit for about two months, apparently without eating, and then return to the sea greatly emaciated. The penguin makes no preparation for the egg, dropping it anywhere. Their patient endurance is remarkable. They often sit on the egg until their tails, covered with icicles, are frozen to the ground. This strange bird appears quite in keeping with the remote and lonely islands in which it congregates the water, cherry-colored for untold generations. The molly-hawks too, fine large birds, rendered us good service as food.

The killing of the birds was at first very repugnant to us. The albatross was easily despatched; but the penguin was more tenacious of life, and though a harmless bird if left unmolested, at times showed fight. The tedium of our life was mitigated by the necessity we were under in hunting these birds for our daily food, and the eggs which lay in hundreds around us were a very acceptable and nutritious article of diet, and contributed greatly to keeping up our strength.

We had recourse to many odd devices for table articles, such as gin and other bottles for drinking cups, as long as they remained unbroken; then bladders, and penguin skins made into bags, into which we dipped a long hollow bone and imbibed the water, cherry-colored for untold generations. When we melted the fat of the birds it was poured into one of my sea-boots to cool, after which we put it into the skin-bags to keep. My other boot was used to hold salt water. Bentley's boots were taken to the spring for fresh water, and were the best pitchers we had. When we had to resort to the feathers for fuel, the food took a long time to prepare, and one meal was scarcely finished ere cooking was begun for the next. Each man was in the kitchen for a time. In our shanty we cut off the foot of a sea-boot and used it as a drinking-cup. Bentley was very handy; he made needles out of wire, part of the rigging. As for thread, we drew it from a strong counterpane, and when that failed we used dried grass. A knife was made from hoop-iron from a gin-case, one side of the handle from the top of a powder-keg, the other side from the blade of an axe, riveted with wire from the rigging. The washers being made from a brass plate from the heel of my boot; also hands for a watch were fashioned from a plate likewise taken from my boot—all the work of Bentley. Our present abode was as truly the rock of storms, and as deserving of that title as ever the Cape was. The island was even more or less tempest-beaten. Our hardships from cold, rain and snow were very severe; in fact, we were never warm and hardly ever dry.

As time passes on from days to weeks, and from weeks to months, without succor, we thought somewhat sadly of the anxiety of our friends at home; yet in our shanty, at least, we never despaired of being ultimately rescued. We kept up our spirits as well as we could, holding our Saturday evening concerts,—the song with the loudest chorus being the greatest favorite. We had among us a cynic, whom we knew to be engaged, and who prophesied that all our sweethearts would be married by the time we got home! We had slighted four ships, two of them coming near; one so near that we saw the man at the wheel. The captain of this ship made no sign of seeing us, but we afterwards learned that he had, when he got into port. This behavior on the part

SANDERS' STAR CLOTHING HOUSE!

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE.
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

J. & W. R. WING & CO.

Have removed to their new Brick Building.

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OR
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
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READY MADE CLOTHING
Men's White and Fancy Shirts, Under-shirts and Drawers
HATS AND CAPS.
TRENCHES AND TRAVELLING BAGS, AND A LARGE
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING. JOHN WING.
WILLIAM R. WING. HIRAM W. WENTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store
SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to the sea in ships," and will endeavor to give satisfaction in all business transactions, and shall keep constantly on hand a full assortment of

READY MADE CLOTHING FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.
The business hereafter will be conducted under the style of DOANE & CO.
P. S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.
SIMEON DOANE. J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

—DEALER IN—
FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,
OF THE BEST QUALITY,
Constantly kept on hand, and
LOW PRICES.



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,
and a general assortment of Goods usually found in a First Class Tailoring Establishment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,
CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you; call and examine, all of which will be sold at low prices.

EDWARD T. TABER, JOSEPH E. REED, DARIUS P. GARDNER

WHALEMEN ATTENTION!

Bomb Guns and Lances.

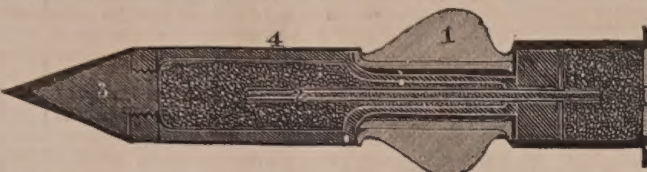


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

CUNNINGHAM & COGAN'S CELEBRATED BREECH-LOADING BOMB GUNS,

—ALSO—

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and examined them, to be SUPERIOR to all other kinds, and are recommended in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOOM & CO.,

NO. 15 SOUTH WATER STREET,
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DEALERS in all kinds of English, French, German and American Dry Goods and Gentlemen's Furnishings of every description, also a complete assortment of Cloths, Cassimeres, &c., and ready made clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, and of which our seafaring friends and the public are invited to inspect. Garments of all kinds made to order in the best style, and warranted to suit at short notice. Being thankful for past favors, would respectfully solicit a continuance of the same.
LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

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NO. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING GENTS' FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of
CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE.
Which we are prepared to make into garments in the best style for
MEN'S AND BOYS' WEAR.
Our Seafaring Friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city customers buy the goods

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.,
SUCCESSORS TO

NOBLE TOWNER.

The undersigned beg to give notice to owners, Agents and Masters of whaling vessels, that they have succeeded in getting the tonnage due removed from whaling vessels visiting this port for the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31½ gallons, in lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed.
The expenses attendant on shipment of oil at this port are as follows:
A Package duty of twenty-four cents per barrel. Harbor dues, \$3; Secretary's fee, \$3; and a Harbor Police fee, as follows, viz:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4. This fee, however, is not incurred unless the vessel remains over 24 hours.
They still continue as hitherto, to supply Stores and negotiate Drafts on the same favorable terms as well as receive and ship home oil at the rate of One Dollar and Twenty cents per barrel, (deliverable at New York or Boston free of all other charges except insurance, which will be effected on the most favorable terms when required).
Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the service of any person who may offer himself as Pilot, as there are none licensed by the Government, and none needed, there being no obstructions whatever in the Bay.
On coming to anchor masters are also informed that the middle part of Carlisle Bay, from Notherly to a Southerly direction, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well past the Buoy to the leeward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.
There is now direct communication with the place by mail, which leaves New York about the 23d of every month, and arrives here on the 5th of the following month. All letters forwarded to our care will be safely received, and delivered as directed. Masters of vessels calling on the Harbor and not wishing to anchor may obtain their letters by coming on shore in a boat, after having been first boarded by the Health Officer—and will incur the expense of that officer free—
New Bedford papers always on file for inspection.
W. P. LEACOCK & CO.,
not 22/64

RUSSELL, BAY OF ISLANDS, N. Z.,

FREDERICK A. BARKER,
COMMISSION MERCHANT, SHIP AND CUSTOM HOUSE AGENT.

OFFERS every facility and dispatch to ship masters visiting this port in procuring supplies.
Prompt attention paid to all orders, and every description of articles required constantly on hand.
Liberal advances made on consignments. Storage offered, and drafts taken at current rates.
Charges on goods addressed to our care advanced, and added to Bill of Lading.
Particular attention paid to chartering of vessels, Insurance effected, &c., &c.
je20/74

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds

unished at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will be delivered as addressed.
sep10/67

H. B. McKAY,

SHIPPING & COMMISSION MERCHANT

IMPORTER OF AMERICAN PRODUCE,

SANTA CRUZ, TENERIFFE,

CANARY ISLANDS.

SOLICITS consignments of vessels, also of cargoes for transshipment to the United States.
N. B. The attention of Merchants and Captains engaged in the whaling business is called to this port as being favorable for refitting their ships and forwarding Oil to the United States. It being a good harbor, a free port, and freightage procurable at low rates. A vessel will be dispatched for New York in December or January of each year.
REFERENCE—Messrs. Yates & Porterfield, 115 Wall Street, New York, to whom apply for further information.
jan19/75

Boston, Clinton, Fitchburg & New Bedford R. R.



Boston Taunton, Providence, and Martha's Vineyard.

On and after Monday June 26th, 1876 trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway at 7.30, and 9.15 A. M., 12.10 and 3.40 P. M. Return, 8, and 11.10 A. M., 2.45 and 5.0 P. M.
Via Old Colony Railroad, 8 A. M. Return, 7.30 P. M.
Providence, at 7.30, and 9.15 A. M., 12.15, 3.40 and 5.20 P. M. Return, 8, and 10.50 A. M., 1.55, 4.40, and 7.20 P. M.
Taunton, at 5.30, 7.30, 8, and 9.15 A. M., 12.10, 3.40, and 5.20 P. M. Return, 6.32, and 9, A. M., 12.10, 3.15, 5.45, 6.50, and 9.20, P. M.
Dean Street station, 4.20 P. M.
Myricks, at 5.30, 7.30, 8, and 9.15 A. M., 12.10, 3.40 and 5.20 P. M. Return, 6.45, and 9.20, A. M., 12.20, 3.30, 4.40, 6, and 7.05 P. M.
Howland's, at 5.30, A. M., and 3.40 P. M. Return, 9.20 A. M., and 6.10 P. M.
East Freetown, at 5.30 A. M., 12.10 and 3.40 P. M. Return, 9.30 A. M., and 6.15 P. M.
Brady's, at 5.30, and 8, A. M., 12.10 and 3.40 P. M. Return 9.35 A. M., and 6.20 P. M.
Acushnet, at 5.30, 8, and 9.15 A. M. 12.10 and 3.40 P. M. Return, 9.45 A. M., 6.25 and 7.30 P. M.
Worcester via Mansfield and South Framingham, at 5.30 and 9.15, A. M., 12.10 and 3.40 P. M.
Lowell, at 5.30, A. M., 12.10 and 3.40 P. M. Fitchburg, at 5.30, and 9.15 A. M., 12.10 and 3.40 P. M.
Fall River, at 7.30, and 8, A. M., 12.10, 3.40 and 5.20 P. M. Return, 8, and 11.15, A. M., 3.15 and 4.17 P. M.
Newport, at 7.30, and 9.15 A. M., and 3.40, P. M. Return at 7.20 and 10.40 A. M., 2.30, and 3.45 P. M.
New York, via Fall River and Stonington, at 5.30 P. M. Return, at 5 P. M.
New York via Shore Line, at 7.30, and 9.15 A. M., and 5.20 P. M. Sundays 8.45 P. M. Return, 8 A. M., and 1.10 P. M. Sundays, 10 P. M.
LEAVE TAUNTON, FOR
Boston, at 5.25, 8.05, and 11.10 A. M., and 4.30 P. M. Return, at 8, and 11.10 A. M., 2, 4.35, and 5.35, P. M.
Providence, at 5.25, 8.10, 10, and 11.15 A. M., 1.40, 4.35 and 6, P. M. Return, 8, 9.15, and 10.50 A. M., 1.55, 4.40, 6.20, and 7.20 P. M.
Passengers for way stations between Mansfield and Boston, in the morning will take the 5.30 A. M. train from New Bedford, and the 6.12 A. M. train from Taunton.
*On arrival of Shore Line from New York.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR
Boston, Middleborough, Bridgewater at 7.45, A. M., and 2.30 P. M.
Mattapoisett, at 7.45, A. M., 2.30 and 4.40 P. M.
Marion, at 7.45 A. M., 2.30 and 4.40 P. M.
Tremont, at 7.45 A. M., and 2.00 and 4.40 P. M.
Cape Cod, at 7.45 A. M., and 4.40 P. M.
Nantucket, at 7.45 A. M.
Plymouth, at 2.36 P. M.
LEAVE BOSTON, via Old Colony Railway, at 8 A. M., and 4 P. M.
LEAVE SANDWICH at 7.50 A. M., 2.43 P. M.
LEAVE HYANNIS, at 7.05, A. M., and 1.52 P. M.
LEAVE TREMONT, at 9.50 A. M., 3.42 and 5.40 P. M.
LEAVE MARION, at 10.02 A. M., 3.57 and 5.52 P. M.
LEAVE MATTAPoisETT, at 10.14 A. M., 4.12 and 6 P. M.
Passengers from Way Stations on Old Colony Railway will take the 3.36 P. M. train from Boston.
je26, 1876. WARREN LADD, Asst. Sup't.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a partnership for the purpose of carrying on the Express business under the name and style of
HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office No. 142 Union Street, daily, (Sundays excepted) for Boston, Providence, Taunton and way stations at 6.45 and 7.15 A. M. Mid-day Express from office 9.45, Depot at 10.15 A. M. Afternoon Express, from office 3.10 and Depot at 4.40 P. M.
This Express so long and favorably known to the public, now offers superior facilities to all persons wishing to transact business in the principal cities and towns in the United States and Canada.
Specie, Bank Notes, and other valuables, safely transported, and Notes, Drafts, Bills, Coupons, &c., promptly collected. Goods of all descriptions forwarded with despatch.
This Express connects with steamer Monohansett for Wood's Hole, (Falmouth), Vineyard Haven and Edgartown, (Martha's Vineyard).
H. & Co. have the exclusive agency for the sale of Tickets via New York and Erie, New York Central and Pennsylvania Central Railroads, and their connections to all points South and West. Tickets for sale and information freely given at our office.
OFFICES:—In Boston, 34 Court Square, and No. 9 Milk Street, opposite the Old South Church.
Providence, 34 Dorrance Street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union Street.
A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.
New Bedford, May 20, 1876.

DAVENPORT, MASON & Co.'s

NEW YORK EXPRESS.

Daily, via Fall River, Providence and Stonington, connecting with ALL THE EXPRESS COMPANIES in New York, North, South and West, California and Sandwich Islands, having competent Messengers who accompany each Express, our customers may rely upon orders being promptly answered, and all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

FOREIGN BILLS OF EXCHANGE, and Passage Tickets to and from Europe for sale at this office.

CALIFORNIA TICKETS, by steamers leaving New York on the 5th and 21st of each month furnished as usual, and all information in regard to the route given without charge.

DAVENPORT, MASON & Co.

New Bedford, Sept. 3d 1867.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and New York daily as per advertised time of that line.

A competent messenger will accompany each boat, and all orders will be promptly and faithfully executed.

OFFICES:—In New York, at 105 Wall Street; No. 346 Canal Street, corner of Church; and Pier 39 East River; New Bedford, at No. 19 Commercial Wharf.

Order box can be found at Lawton's Drug Store, corner of Purchase and Union Streets

Scribners' Monthly for 1876

THE publishers invite attention to the following list of some of the attractive articles secured for Scribner's Monthly, for the coming year. In the field of fiction, besides numerous novelettes and shorter stories, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our hands,

"GABRIEL CONROY,"

By Bret Harte.

Begins in the November number, and will run for twelve months. This is Mr. Harte's first extended work. These serials and characters, which the author has chosen from his favorite field, California, are painted with characteristic vividness and power; and the work is without doubt the most graphic record of early California life that has yet appeared.
We shall also begin in the January No.

"PHILIP NOLAN'S FRIENDS,"

Or Show Your Passports.

BY EDWARD EVERETT HALE.

The scene of this story is laid in the Southwestern territory, now forming the States of Louisiana and Texas, at the time of Aaron Burr's treason. The characters lived in a section which was now American, now French, and now Spanish, and this record of their adventurous lives makes a story of intense and unflagging interest throughout.

A SECOND "FARMER'S VACATION,"

BY COL. GEORGE E. WARING, JR.

Col. Waring is now in Europe, visiting, in a row-boat ride of two hundred and fifty miles, one of the most fertile and interesting of the vine-growing valleys of Europe. The second series of papers promises to be even more interesting than that with which our readers are already familiar.

CENTENNIAL LETTERS,

Edited by John Vance Cheney.

A rare collection of Revolutionary Letters, mainly from stores in the hands of the descendants of Col. Joseph Ward. They are full of interest, and will be read with a rare relish in connection with the Centennial Celebration of the year.

BRILLIANTLY ILLUSTRATED

ARTICLES ON

AMERICAN COLLEGES.

Written respectively by their friends, will appear during the year. The revived interest in college life makes these papers especially timely, and will secure for them unusual attention.

OLD NEW YORK.

Elegantly illustrated articles on Old New York, by John F. Mines, will appear once, and will attract the attention of all, in city or country, who mark with interest the development of the great metropolis, and affectionately remember the quaint peculiarities of its olden time.

Every number is profusely illustrated, thus enabling us to give to our descriptive and narrative articles, an interest and permanent value never attained in a non-illustrated periodical. Under its accustomed management the magazine will in the future be devoted, as it has been in the past, to sound literature and Christian progress.

THE EDITORIAL DEPARTMENTS

occupy over twenty pages of each number and contain Dr. Holland's vigorous and timely editorials, as well as the latest work in Art, Literature and Science.

TERMS:

\$4 a Year, in advance; 35 cents a No.

The 10 volumes complete, Nov. 1876, to Oct. 1876, bound in maroon cloth, \$20.00.
In half morocco, 30.00

Volumes begin in November and May.

Any of the earlier volumes (1 to VII) will be supplied separately to parties who wish them to complete sets at this rate, i. e., cloth, \$2.00; half morocco, \$3.00.

Booksellers and Postmasters will be supplied at rates that will enable them to fill any of the above offers.

Subscribers will please remit in P. O. Money Orders, or in Bank Checks or Drafts, or by Registered Letters. Money in letters not registered, at sender's risk.

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TO THE WORKING CLASS—We can furnish you employment at which you can make very large pay, in your own locality, without being from home over night. Agents wanted in every town and county to take orders for The Centennial Record, the largest publication of the year. Send 16 pages, 64 columns; elegantly illustrated; terms only \$1 per year. The Record is devoted to whatever is of interest connected with the Centennial year. The Great Exhibition at Philadelphia will be fully illustrated in detail. Everybody wants it. The whole people feel great interest in their Country's Centennial Birthday, and want to know all about it. An elegant and valuable premium picture is presented free to each subscriber. It is entitled, "In remembrance of the One Hundredth Anniversary of the Independence of the United States." Size, 23 by 40 inches. Any one can become a successful agent, for but show the paper and picture and hundreds of subscribers are easily obtained everywhere. There is no business that will pay like this at present. We have many agents who are making as high as \$20 per day and upwards. Now is the time; don't delay. Remember it costs nothing to give the business a trial. Send for our circulars, terms and sample copy of paper, which are sent free to all who apply; do it to-day. Complete outfit free to those who decide to engage. Farmers and mechanics, and their sons and daughters make the very best of agents. Address
THE CENTENNIAL RECORD,
je20/76 6m Portland, Maine.

New Bedford and New York

STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other

Route.

Steamer CITY OF NEW BEDFORD,

A. C. FISK, Commander.

Steamer CITY OF FITCHBURG,

C. H. SPRINGER, Commander

On and after MONDAY, Nov.

8th, the Steamers of this Line

will run daily, (Sundays ex-

cepted) between New Bedford

and New York, leaving New Bedford

from Commercial wharf, at 5.30 P. M., and New

York, from Pier 39, East River (near foot of

Market street), at 4.30 P. M.

The accommodations for passengers and

WHALEMEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT SEPTEMBER 5, 1876.

VESSELS NAME.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.
NEW BEDFORD.					
N. A. Tucker, bark.	129 Baker.	Joseph & William R. Wing.	November, 26, 76.	Atlantic Ocean.	August 6, 76, at sea, lat 37 N, lon 41 W.
Abm Barker, bark.	130 Thacher.	Joseph & William R. Wing.	October, 20, 76.	Atlantic Ocean.	April 26, 76, at sea, no lat &c.
Abbie Lawrence, bark.	131 Fisher.	Jonathan Bourne.	May, 4, 76.	Atlantic Ocean.	May 31, 76, at sea, lat 40 N, lon 43 W.
Agnes Barnes, bark.	132 Russell.	Jonathan Bourne.	April, 20, 76.	Atlantic Ocean.	July 14, 76, at sea, no lat &c.
Adeline Gibbs, bark.	133 Hickmott.	Ivory H Bartlett & Sons.	March, 27, 76.	North Pacific Ocean.	June 12, 76, in Arctic Ocean.
A. Houghton, bark.	134 Sinclair.	Jonathan Bourne.	August, 9, 76.	Atlantic Ocean.	May 29, 76, sailed from St Helena.
Alaska, bark.	135 Fisher.	Jonathan Bourne.	May, 23, 76.	Hudson's Bay.	June 12, 76, at sea, no lat &c.
Alaska, bark.	136 Howland.	Loum Snow, Jr.	June, 1, 76.	Pacific Ocean.	June 12, 76, at sea, no lat &c.
Atlantic, bark.	137 Wing.	Joseph & William R. Wing.	July, 6, 76.	Atlantic Ocean.	January 27, 76, on New Ireland.
Avila, bark.	138 Bourne.	John P. Knowles, 2d.	July, 16, 76.	Indian Ocean.	
Bart Gosnell, bark.	139 Robinson.	Charles R. Tucker & Co.	May, 23, 76.	Atlantic Ocean.	July 21, 76, at Fayal.
Banding Willow, bark.	140 Gifford & Cummings.	Gifford & Cummings.	In port.	Atlantic Ocean.	July 1, 76, sailed from Mahe.
Calico, bark.	141 Taber, Gordon & Co.	Taber, Gordon & Co.	December, 30, 75.	North Pacific Ocean.	Arrived July 30, 76, 300 sperm.
Camilla, bark.	142 Swift & Allen.	Charles R. Tucker & Co.	In port.	Atlantic Ocean.	Arrived August 17, 76, 1,650 sperm.
California, bark.	143 Sherman.	Charles R. Tucker & Co.	December, 8, 74.	Indian Ocean.	June 21, 76, at sea, no lat &c.
Canby, bark.	144 Thakham.	John T. Richardson.	In port.	Atlantic Ocean.	Arrived August 24, 76, 40 sperm.
Canby, bark.	145 Thakham.	Joseph & William R. Wing.	April, 23, 76.	Atlantic Ocean.	June 18, 76, sailed from Fayal.
Charles W. Morgan, bark.	146 Stanton.	Swift & Allen.	In port.	North Pacific Ocean.	Arrived September 8, 76, 100 sperm 300 whale.
Cleora, bark.	147 Stanton.	Swift & Allen.	July, 23, 76.	Atlantic Ocean.	July 11, 76, at sea, no lat &c.
Cleora, bark.	148 Stanton.	Swift & Allen.	July, 23, 76.	Atlantic Ocean.	No date, in Arctic Ocean, 2 whales.
Com. Morris, bark.	149 Homish.	Swift & Allen.	August, 4, 74.	North Pacific Ocean.	June 19, 76, sailed from Bay of Islands, home.
Cornelius Howland.	150 Marvin.	Taber, Gordon & Co.	December, 4, 73.	Pacific Ocean.	
Coral, bark.					
Daniel Webster.	151 Vincent.	William O. Brownell.	In port.	Atlantic Ocean.	Arrived May 2, 76, 85 sperm 300 whale.
Desdemona, bark.	152 Pease.	George & Matthew Howland.	July, 20, 76.	Atlantic Ocean.	May 16, 76, sailed from St Helena.
Desdemona, bark.	153 Pease.	Jonathan Bourne.	July, 1, 76.	Atlantic Ocean.	Arrived September 4, 76, 70 sperm.
E. C. Phillips, bark.	154 Pease.	John McCullough.	In port.	Pacific Ocean.	Arrived July 30, 76, 300 sperm.
Eliza Adams, bark.	155 Dimond.	Jonathan Bourne.	May, 28, 74.	Pacific Ocean.	July 26, 76, at Honoluli.
Ellen Rodman, bark.	156 Pease.	Taber, Gordon & Co.	In port.	Pacific Ocean.	Arrived July 26, 76, 1,140 sperm 90 whale.
Emma C. Jones, bark.	157 Potter.	Tucker Damon, Jr.	In port.	Pacific Ocean.	Arrived September 17, 76, 95 sperm 6 whale.
E. H. Adams, bark.	158 Potter.	William Lewis.	July, 1, 76.	Pacific Ocean.	July 14, 76, on Off shore Ground.
Europa, bark.	159 Herendeen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived August 15, 76, 165 sperm 10 whale.
Europa, bark.	160 Herendeen.	Thomas Knowles & Co.	October, 26, 76.	Pacific Ocean.	Arrived April 7, 76, 1,600 sperm.
Franklin, bark.	161 Sprague.	William Lewis.	August, 29, 76.	Pacific Ocean.	May 21, 76, at sea, no lat &c.
Gazelle, bark.	162 Chase.	John T. Richardson.	July, 7, 76.	Indian Ocean.	May 29, 76, at sea, no lat &c.
General Scott, bark.	163 Robbins.	John T. Richardson.	July, 7, 76.	Indian Ocean.	July 22, 76, sailed from St Helena.
George & Mary, bark.	164 Cannon.	Jonathan Bourne.	May, 4, 76.	Atlantic Ocean.	July 7, 76, on Western Ground.
George & Susan, bark.	165 Heyer.	George & Matthew Howland.	September, 17, 74.	Atlantic Ocean.	April 19, 76, sailed from St Helena.
Golden City, bark.	166 Chy.	Henry Clay.	December, 9, 75.	Atlantic Ocean.	July 19, 76, at sea, lat 31 59, lon 74 30, 300 bbls.
Greyhound, bark.	167 Allen.	Abbott P. Smith.	November, 30, 75.	Indian Ocean.	May 16, 76, sailed from Mahe.
Hadley, bark.	168 Cleveland.	William Lewis.	October, 29, 74.	Atlantic Ocean.	May 20, 76, at Barbadoes.
Helen Mar, bark.	169 Baudry.	Swift & Allen.	July, 6, 76.	North Pacific Ocean.	July 16, 76, at sea, no lat &c.
Hercules, bark.	170 Shadman.	John T. Richardson.	November, 19, 75.	Atlantic Ocean.	April 12, 76, at St. Agnes.
Hope On, bark.	171 Holt.	Jonathan Bourne.	September, 20, 75.	Pacific Ocean.	May 1, 76, off French Rock.
Hunter, bark.					
James Allen, bark.	172 Keenan.	Gideon Allen & Son.	January, 3, 72.	North Pacific Ocean.	May 15, 76, in Arctic Ocean.
James Arnold, bark.	173 Taylor, Gordon & Co.	William Lewis.	April, 14, 76.	Atlantic Ocean.	July 1, 76, sailed from Bay of Islands.
Janet, bark.	174 Gifford.	Swift & Allen.	July, 20, 76.	Atlantic Ocean.	June 5, 76, sailed from Fayal.
Jaya, bark.	175 Colson.	George & Matthew Howland.	October, 3, 72.	North Pacific Ocean.	April 5, 76, in Arctic Ocean.
Jaya, bark.	176 Fisher.	Jonathan Bourne.	October, 22, 72.	North Pacific Ocean.	April 5, 76, in Arctic Ocean.
J. H. Perry, bark.	177 Gault.	Thomas Knowles & Co.	June, 1, 76.	Pacific Ocean.	August 3, 76, at Panama.
John Dawson, bark.	178 Haddock.	Joseph & William R. Wing.	November, 25, 75.	Indian Ocean.	July 28, 76, at Talcahuano.
John Howland, bark.	179 Cole.	William O. Brownell.	June, 4, 76.	Indian Ocean.	May 22, 76, touched at Johanna.
John P. West, bark.	180 Manchester.	Simon N. West.	July, 4, 76.	Pacific Ocean.	June 2, 76, at Panama.
John & Winthrop, bark.	181 Long.	Swift & Allen.	August, 24, 75.	North Pacific Ocean.	May 4, 76, at sea, no lat &c., 150 bbls.
Josephine.					May 30, 76, in Arctic Ocean, 2 whales.
Kathleen, bark.	182 Howland.	Joseph & William R. Wing.	July, 19, 76.	Indian Ocean.	July 16, 76, at sea, no lat &c.
Laetitia, bark.	183 Chace.	Joseph & William R. Wing.	October, 1, 76.	Indian Ocean.	June 1, 76, at sea, no lat &c.
Lagoda, bark.	184 Lewis.	Jonathan Bourne.	July, 21, 73.	Pacific Ocean.	June 16, 76, at sea, no lat &c.
Lake, bark.	185 Dowden.	William Lewis.	June, 15, 75.	Atlantic Ocean.	May 11, 76, sailed from Bay of Islands.
Linda Stewart, bark.	186 Wilson.	William Lewis.	July, 7, 76.	Atlantic Ocean.	June 11, 76, sailed from Barbadoes.
Louis, bark.	187 Millard.	William Lewis.	June, 18, 74.	Pacific Ocean.	April 24, 76, at sea, no lat &c.
Lydia, bark.	188 Praro.	Bayles & Cannon.	June, 18, 74.	Pacific Ocean.	July 8, 76, touched at Bermuda.
Marcella, bark.	189 Tripp.	Charles R. Tucker & Co.	August, 1, 76.	Indian Ocean.	May 15, 76, at sea, no lat &c.
Marion, bark.	190 Kelley.	Ivory H Bartlett & Sons.	July, 1, 76.	Pacific Ocean.	May 1, 76, at sea, no lat &c.
Mary, bark.	191 Allen.	Gifford & Cummings.	In port.	Pacific Ocean.	Arrived August 25, 76, 160 sperm 360 whale.
Mary & Susan, bark.	192 Handy.	Thomas Knowles & Co.	August, 11, 74.	Pacific Ocean.	April 25, 76, sailed from Talcahuano.
Mattapoisett, bark.	193 Lawton.	Abbott P. Smith.	August, 7, 76.	Atlantic Ocean.	July 27, 76, at sea, lat 37, lon 65.
Mercury, bark.	194 Gifford.	William Watkins.	In port.	Indian Ocean.	July 27, 76, at sea, lat 35 40, lon 65.
Merrill, bark.	195 Lapham.	Joshua C. Hitch.	October, 26, 75.	Atlantic Ocean.	Arrived June 19, 76, 850 sperm.
Midas, bark.	196 Fuller.	Taber, Gordon & Co.	October, 8, 73.	Pacific Ocean.	July 24, 76, at Fayal.
Milton, bark.	197 Allen.	William Lewis.	July, 11, 76.	Indian Ocean.	June 27, 76, sailed from Bay of Islands, home.
Minnesota, bark.	198 Allen.	William Lewis.	July, 11, 76.	Indian Ocean.	May 7, 76, at sea, no lat &c.
Morning Star, bark.	199 Mitchell.	Swift & Allen.	July, 9, 72.	North Pacific Ocean.	March 28, 76, sailed from Honoluli.
Mr. Williston, bark.					
Napoleon, bark.	200 Turner.	Jonathan Bourne.	July, 13, 74.	Atlantic Ocean.	May 7, 76, at sea, no lat &c.
Nauticus, bark.	201 Lake.	Gideon Allen & Son.	October, 1, 74.	Pacific Ocean.	April 10, 76, at sea, no lat &c.
Niger, bark.	202 Campbell.	Loum Snow, Jr.	October, 9, 76.	North Pacific Ocean.	June 15, 76, sailed from Bay of Islands.
Northern Light, bark.	203 Smith.	Jonathan Bourne.	October, 10, 71.	Pacific Ocean.	June 19, 76, in Arctic Ocean.
Ocean, bark.	204 Holmes.	Ivory H Bartlett & Sons.	July, 21, 74.	Atlantic Ocean.	May 23, 76, in Arctic Ocean.
Ohio, bark.	205 Ellis.	Jonathan Bourne.	July, 21, 74.	Atlantic Ocean.	April 24, 76, sailed from St Helena.
Ohio, bark.	206 Smith.	Jonathan Bourne.	July, 21, 74.	Atlantic Ocean.	May 15, 76, at sea, lat 35 40, lon 65.
Oswant, bark.	207 Lapham.	Matthew Howland.	June, 25, 72.	Pacific Ocean.	May 23, 76, sailed from Fayal.
Osmatli, bark.	208 Osborn.	Gifford & Cummings.	July, 20, 76.	Pacific Ocean.	No date, in Arctic Ocean, 4 whales.
Ostray, bark.	209 Crapo.	Swift & Allen.	November, 10, 74.	Atlantic Ocean.	February 19, 76, sailed from Talcahuano.
Pacific, bark.	210 Borden.	Swift & Allen.	October, 1, 73.	Atlantic Ocean.	July 5, 76, sailed from Bermuda.
Palmetto, bark.	211 Bollen.	Charles R. Tucker & Co.	November, 24, 75.	Atlantic Ocean.	June 1, 76, at sea, no lat &c.
Pora, bark.	212 Bars.	John McCullough.	April, 15, 75.	Atlantic Ocean.	June 1, 76, at sea, no lat &c.
Potter, bark.	213 Reed.	Philip H. Reed.	April, 11, 76.	Atlantic Ocean.	June 19, 76, at sea, no lat &c.
Potter, bark.	214 Tripp.	Gideon Allen & Son.	April, 10, 75.	Atlantic Ocean.	July 12, 76, at sea, lat 31 22, lon 49 11.
Platina, bark.	215 Howland.	Charles R. Tucker & Co.	October, 28, 75.	Indian Ocean.	June 19, 76, at Mahe.
President, bark.	216 Pease.	Jonathan Bourne.	July, 28, 76.	Atlantic Ocean.	June 10, 76, at sea, no lat &c.
President, bark.	217 Pease.	Charles R. Tucker & Co.	April, 29, 76.	Atlantic Ocean.	Arrived May 16, 76, 14 sperm 300 whale.
Progress, bark.	218 Cogan.	Ivory H Bartlett & Sons.	January, 21, 75.	North Pacific Ocean.	April 3, 76, at Honoluli.
Rainbow, bark.	219 Silke.	George & Matthew Howland.	December, 1, 75.	Atlantic Ocean.	April 8, 76, sailed from St Helena.
Roussau, bark.	220 Silva.	John P. Knowles, 2d.	June, 20, 76.	Atlantic Ocean.	June 9, 76, at sea, lat 30 33, lon 74.
Sarah, bark.	221 Slocum.	Gideon Allen & Son.	April, 27, 75.	Pacific Ocean.	June 14, 76, sailed from Barbadoes.
Sarah B. Hale, bark.	222 Barnes.	Jonathan Bourne.	October, 2, 75.	Pacific Ocean.	June 14, 76, at sea, no lat &c.
Sea Breeze, bark.	223 Hamblin.	John P. Knowles, 2d.	June, 1, 76.	Pacific Ocean.	June 24, 76, at sea, no lat &c.
Sea Fox, bark.	224 Flanders.	Ivory H Bartlett & Sons.	July, 6, 76.	Atlantic Ocean.	July 8, 76, at sea, lat 40 30, lon 70.
Sea Ranger, bark.	225 White.	John P. Knowles, 2d.	July, 20, 76.	Atlantic Ocean.	July 14, 76, at Barbadoes.
Selma, bark.	226 Knowles.	George & Matthew Howland.	June, 4, 72.	North Pacific Ocean.	May 24, 76, in Arctic Ocean.
St George, bark.	227 King.	Jonathan Bourne.	May, 27, 74.	Pacific Ocean.	April 29, 76, at Menado.
Stafford, bark.	228 Montross.	Joshua C. Hitch.	May, 27, 74.	Pacific Ocean.	June 16, 76, sailed from Barbadoes.
St. Paul, bark.	229 Tripp.	Charles R. Gifford.	May, 12, 75.	Atlantic Ocean.	July 18, 76, at sea, lat 36 N, lon 38 W.
Sunbeam, bark.	230 Gifford.	Joseph & William R. Wing.	May, 2, 76.	Atlantic Ocean.	June 28, 76, sailed from Fayal.
Swallow, bark.	231 Ellis.	Swift & Allen.	April, 18, 76.	Atlantic Ocean.	
Tamarlane, bark.	232 Moulton.	Thomas Knowles & Co.	August, 6, 73.	Atlantic Ocean.	May 7, 76, at Port William.
Three Brothers, bark.	233 Owen.	Ivory H Bartlett & Sons.	October, 12, 75.	North Pacific Ocean.	June 1, 76, in Arctic Ocean, 3 whales.
Trition, bark.	234 Keith.	Joseph & William R. Wing.	August, 29, 76.	Atlantic Ocean.	June 2, 76, at sea, no lat &c.
Tropic Bird, bark.	235 Barstow.	Philip H. Reed.	June, 8, 75.	Atlantic Ocean.	August 9, 76, at sea, lat 33 59, lon 75 24.
Union, bark.	236 Barstow.	Philip H. Reed.	June, 8, 75.	Atlantic Ocean.	August 9, 76, at sea, lat 33 59, lon 75 24.
Varian H. Hill, brig.	237 Gifford.	William Watkins.	November, 3, 74.	Pacific Ocean.	August 8, 76, at Panama.
Vigilant, bark.	238 Briggs.	Thomas Knowles & Co.	May, 19, 74.	Atlantic Ocean.	July 2, 76, at sea, lat 30 37, lon 50 18.
Wave, bark.	239 Gifford.	William Phillips & Son.	July, 8, 75.	Indian Ocean.	June 6, 76, off Bourbon.
Young Phoenix.					
FAIRHAVEN.					
Cohannet, sch.	83 Crapo.	Jeremiah H. Pease.	May, 2, 76.	Atlantic Ocean.	No date, at sea, no lat &c.
MARION.					
Adm. Blake, sch.	84 Hathaway.	Andrew J. Hadley.	May, 16, 76.	Atlantic Ocean.	July 1, 76, on Western Ground, 1 whale.
William Wilson, sch.	92 Braley.	Andrew J. Hadley.	March, 27, 76.	Atlantic Ocean.	July 27, 76, on Charleston Ground.
DARTMOUTH.					
Cape H. Pigeon.	212 Childs.	William Potter, 2d.	In port.	Pacific Ocean.	Arrived May 11, 76, 200 sperm 500 whale.
Matilda Sears, bark.	231 Childs.	William Potter, 2d.	In port.	Pacific Ocean.	May 1, 76, off French Rock.
WESTPORT.					
A. Hicks, bark.	303 Howland.	Andrew Hicks.	July, 23, 72.	Atlantic Ocean.	June 2, 76, at Barbadoes.
Merrill, bark.	273 Allen.	Andrew Hicks.	June, 20, 70.	Indian Ocean.	July 22, 76, at sea, lat 34 20, lon 45 50.
Sea Queen, bark.	196 Allen.	Andrew Hicks.	October, 25, 75.	Atlantic Ocean.	May 4, 76, at Barbadoes.
PORTTOWN.					
Clarke, bark.	183 Marchant.	Samuel Osborn, Jr.	November, 3, 75.	Atlantic Ocean.	July 8, 76, touched at Bermuda.
Perry, bark.	150 Bassett.	Samuel Osborn, Jr.	August, 12, 74.	Pacific Ocean.	July 7, 76, sailed from Barbadoes.
PROVINCETOWN.					
A. Agate, sch.	81 Fisher.	William A. Atkins.	In port.	Atlantic Ocean.	Arr at New Bedford Aug 2, 76, 200 sperm 100 wh
Alyce, sch.	92 Fisher.	E. & K. Cook & Co.	April, 20, 76.	Atlantic Ocean.	July 17, 76, sailed from Fayal.
Antonia, sch.	101 Bell.	William A. Atkins.	January, 22, 76.	Atlantic Ocean.	June 9, 76, at sea, no lat &c.
Arcton, sch.	79 White.	Stephen Cook.	January, 24, 76.	Atlantic Ocean.	No date, at sea, no lat &c.
Arcton, sch.	79 White.	Stephen Cook.	January, 24, 76.	Atlantic Ocean.	June 2, 76, at sea, lat 28 34 N, lon 49 40 W.
Carrie W. Clark, sch.	102 Burch.	Central Wharf Co.	March, 7, 76.	Atlantic Ocean.	April 16, 76, at sea, lat 25 N, lon 38 W.
Charles Thompson, sch.	122 Leach.	S. S. Swift.	January, 24, 76.	Atlantic Ocean.	August 1, 76, at sea, lat 33 10, lon 38 W.
U. S. Sparks, sch.	96 Sparks.	David Conwell.	May, 1, 76.	Atlantic Ocean.	Arr at New Bedford Aug 16, 76, 300 sperm.
A. Small, brig.	119 Sparks.	Asaph Atkins.	January, 24, 76.	Atlantic Ocean.	No date, at sea, no lat &c.
E. H. Hatfield, sch.	110 Sparks.	E. & K. Cook & Co.	In port.	Atlantic Ocean.	Arrived August 23, 76, 190 sperm.
Ellen Ripah, sch.	87 Nickers.	Stephen Cook.	December, 15, 75.	Atlantic Ocean.	Arrived July 30, 76, 110 sperm 320 whale.
Gage H. Phillips, sch.	107 Nickers.	Stephen Cook.	December, 15, 75.	Atlantic Ocean.	July 17, 76, at sea, lat 30 30, lon 50 10.
Grace M. Parker, sch.	82 Atkins.	William A. Atkins.	April, 20, 76.	Atlantic Ocean.	July 1, 76, on Charleston Ground.
H. M. Simmons, sch.	116 Dyer.	William A. Atkins.	January, 24, 76.	Atlantic Ocean.	No date, at sea, no lat &c.
Lottie E. Cook, sch.	105 Rich.	E. & K. Cook & Co.	February, 21, 76.	Atlantic Ocean.	July 29, 76, at sea, no lat &c.
M. E. Simmons, sch.	105 Rich.	E. & K. Cook & Co.	February, 21, 76.	Atlantic Ocean.	August 25, 76, 160 sperm 125 whale.
N. J. Knights, sch.	70 Taylor.	Thomas S. Taylor.	February, 18, 76.	Atlantic Ocean.	August 19, 76, at sea, lat 35, lon 73 30.
Rising Star, sch.	94 Taylor.	Thomas S. Taylor.	February, 18, 76.	Atlantic Ocean.	Arrived August 20, 76, 300 sperm 30 whale.
Wm. A. Grozier, sch.	117 Rogers.	William A. Atkins.	In port.	Atlantic Ocean.	
BOSTON.					
B. H. Moore, brig.	107 Cook.	Fredrick Davis.	October, 12, 76.	Atlantic Ocean.	August 2, 76, at Bermuda.
Roman, brig.	122 Cook.	Heman Smith.	May, 12, 76.	Atlantic Ocean.	July 23, 76, on Coast of Florida.
Louisa A., sch.	122 Cook.	Heman Smith.	December, 1, 75.	Atlantic Ocean.	August 3, 76, on Charleston Ground.
Rosa Baker, brig.	108 Cook.	Heman Smith.	January, 22, 76.	Atlantic Ocean.	July 1, 76, on Charleston Ground.
H. E. Lewis, sch.	96 Cook.	Heman Smith.	October, 11, 75.	Atlantic Ocean.	August 1, 76, at sea, no lat &c.
Wm. Martin, sch.	92 Cook.	Heman Smith.	May, 8, 76.	Atlantic Ocean.	August 1, 76, at sea, no lat &c.
NEW LONDON.					
Charles Colgate, sch.	250 Sisson.	Lawrence & Co.	June, 15, 75.	Desolation.	No date, at Desolation.
Emeline Jane, sch.	86 Sisson.	Haven, Williams & Co.	June, 27, 72.	Hurd's Island.	September 13, 74, at Hurd's Island.
Florence, sch.	75 Holmes.	Haven, Williams & Co.	July, 23, 76.	Atlantic Ocean.	March 6, 76, at Sandy Point.
Flying Fish, sch.	75 Holmes.	Haven, Williams & Co.	June, 29, 76.	Atlantic Ocean.	March 6, 76, at Sandy Point.
Francis Allen, sch.	107 Glass.	Haven, Williams & Co.	July, 27, 76.	Atlantic Ocean.	No date, in Cumberland Inlet.
Golden West, sch.	144 Williams.	Haven, Williams & Co.	June, 20, 68.	Cumberland Inlet.	October 1, 76, in Cumberland Inlet.
Helen, sch.	108 Palmer.	Haven, Williams & Co.	June, 20, 68.	Cumberland Inlet.	No date, in Cumberland Inlet.
Isabella, brig.	89 Buddington.	Haven, Williams & Co.	June, 27, 76.	Cumberland Inlet.	July 13, 76, sailed from Fayal.
L. P. Simmons, sch.	293 Rogers.	Haven, Williams & Co.	June, 24, 76.	Cumberland Inlet.	July 27, 76, at sea, no lat &

It would be bootless to narrate how from day to day we kept anxious watch; the record would be little more than a monotonous detail of disappointment, cheerless days, stormy weather, and bitterly cold nights. One day on the look-out, which we took by turns, was a most wearisome duty. We had lost other four of our companions—five in all since we came ashore. Mr. Standbury, a young man from Dover, died on the 19th of July, of lock-jaw. Mr. Henderson, who had been our companion on board ship and in our shelter under the rock, and who had become endeared to us by his good disposition, died of dysentery, after a long illness, on the 3d of September. We rendered him what assistance we could, but that was little. On the 23d of November, William Husband, an elderly seaman, died. On Christmas day Mr. Walker's child died. This was the last death on the island. It is curious that all the bodies after death were quite limp. I do not know whether this can be accounted for by the diet or some peculiar atmospheric condition. I have heard that death caused by lightning is followed by the same result. Another curious observation I made was that, if we cut ourselves, however slightly, the bleeding did not altogether cease for a couple of days. The antiseptic effect of the guano was shown somewhat curiously. It was rumored that one of the dead had been buried with the cork in his pocket; and one of our party wishing to obtain it, two months after the interment, found the body with no sign of decay.

January 1876 had now come. In view of the future, we had collected and stored over a hundred gallons of bird-oil for the use of our lamps, which we kept burning all night, the wicks made from threads drawn from sheets and other articles. We had also gathered many thousands of penquin skins for fuel. We had now to some extent become acclimated, and were in better health than we were last year. We were put to great shifts for cooking utensils, our kitchen-ware being nearly worn out, though we found some hollow stones, which we used as frying and stew-pans. We had, soon after landing, erected flag-staffs, on which we placed a counterpane or blanket to attract the attention of ships that might come near us.

Early in January we resolved to build, on an eminence, a high square tower of turf, for the double purpose of drawing the notice of passing ships and serving as a shelter for the man on the look-out. The digging of the turf was a great difficulty, our only instruments being our hands and a piece or two of hoop-iron. We were greatly retarded in our building by the unfavorable weather, the rain coming down heavily. A vessel passed us on the 14th of this month, but no notice was taken of our signals.

January the 21st was an eventful day; deliverance was at hand! About six o'clock in the afternoon we were all startled by a cry from the man on the look-out:

"Sail, ho!" We did not long delay in rushing up towards the flag-staff; we looked two flags, consisting of a piece of canvas and a blanket, one on the flag-staff and one on the unfinished tower; we kindled two fires, the smoke of which we calculated would be seen a good way off. The vessel did not at first seem to regard our signals; we were probably too impatient. She, however, soon made head towards us, when we became greatly excited; some, in their delight, cutting strange antics, in fact a genuine "breakdown." When about a mile from our rock, our great joy she lowered two boats. They tried to effect a landing on the North side, but it was not possible. One of the boats coming nearer the rock, our sailmaker leaped into the water and was hauled aboard. Then they pulled to the point where we originally landed. Capt. Gifford was in one of the boats. Night coming on, he told us that he could not take us off until next morning, but that he would leave us some bread and pork. However, upon being told that there was a lady ashore, he gallantly brought his boat as close to the rock as he prudently could, and took aboard Mrs. Wordsworth, her son, two invalids and the second male. We spent this our last night on the island with little sleep, but with tumultuous feelings of joy and hope for we were yet to see the friends who had pronounced us dead.

Next morning, the vessel coming nearer, three boats came ashore for us. The carpenter having made four crosses of wood they were placed to mark the graves of our unfortunate companions whose fate it was to rest in this lonely isle in the Indian Ocean, which we left with beating hearts and no regrets, and where we had spent six months and twenty-two days under very unusual conditions. I believe that the most thoughtful among us will remember with sobered feelings and to his latest day his sojourn on Apostle Island.

We were received on board the ship with the greatest kindness, being all provided with complete suits of new clothing taken from the ship's stores. Mrs. Wordsworth received every attention from Mrs. Gifford, the captain's wife. The ship which relieved us was the Young Phoenix of New Bedford, an American whaler, commanded by Captain Gifford. Of this kind hearted and generous sailor it is impossible for us to speak in terms too laudatory; we would be ungrateful, indeed, if we did not keep him in lasting remembrance. I would fain hope that means will be found to reimburse him from the large pecuniary loss that, otherwise, his profusely unselfish generosity must involve.

On the 26th of January we sighted the Sierra Morena of Liverpool, Captain Kennedy, bound to Kurrachee. As we overcrowded the Young Phoenix, Captain Kennedy willingly agreed to take twenty of us to Point de Galle, Ceylon; where, after an agreeable passage, he landed us on the 24th of February. Our thanks are due to Captain Kennedy for the treatment we received on board his ship.

Our rescue had been quickly made known in England; on the 25th of February I received a telegram from home. I should have observed that Capt. Gifford, for the time giving up the object of his cruise, steered for the Mauritius; but on the afternoon of the day we left, falling in with the Childers, bound for Rangoon, the remainder of our companions were transferred to that vessel and subsequently shipped for home. We spent some time most agreeably at Point de Galle, receiving great kindness from the district judge, the ship's agent, the church of England minister, the collector of customs, and other gentlemen. We were, in fact, treated more like friends than castaways, and are not likely ever to forget the attention we received.

I am again in England, and at home, endeavoring to look back upon the wreck of the Strathmore merely as an unpleasant dream.

G. D. C.

The Boston police are following up the unlicensed liquor sellers "with a sharp stick." Some 200 gallons were seized on the 28th ult., and on some days much larger seizures have been made.

At the great coal sale in New York last week some lots went as low as \$1.75 per ton.

A Frenchman has discovered that there are seventy-one different kinds of whales.

The Whalemens' Shipping List.

NEW BEDFORD:
TUESDAY MORNING, SEPT. 5, 1876.

IMPORTS

Of Spermaceti and Whale Oil and Whalebone into the United States, for the week ending September 4, 1876.

	Bls. sp.	Bls. lbs.	Bone.
New York.	275	.....	.....
Steamer Canima, Provincetown, Schrs. E. H. Hatfield,	190	.....	.....
Previously,	24,276	27,841	10,515
From Jan. 1 to date,	465	.....	.....
Same time last year,	26,828	29,867	104,109

Exports for the week ending September 4, 1876:

	sp.	wh.	bone.
Previously,	14,463	3,409	110,913
From Jan. 1 to date,	14,463	3,409	110,913
Same time last year,	12,167	4,373	144,464

NEW BEDFORD OIL MARKET.

For the week ending September 4.

SPERM.—Has been in better demand since our last, at a reduced price, sales being made of 475 bbls. in parcels, for manufacture, and 350 do. for export, at \$1.25 per gallon. 275 bbls. sold in New York for export, on private terms.

WHALE.—Continues in demand, with sales of 650 bbls. Humpback, in parcels, for manufacture, at 83 cents per gallon.

FOREIGN OIL MARKET.—The Circular of Messrs. Bowes, Game & Co., dated London, August 17th, says:—No change in Crude Sperm.

Whalebone.—The stock of Bone being extremely small, any price for present delivery would bring full rates, but for forward delivery buyers are not at all anxious to operate.

IMPORTATIONS.

Per steamer Canima, at New York, 27th ult., from Bermuda:—375 bbls. sperm oil from brig F. H. Moore, to H. A. Polhemus & Son, New York.

LETTERS.

A letter from Mr. Crosby, United States Consul at Talcahuano, dated July 29th, reports that the bark John Carver, of this port, arrived the day previous in charge of the mate, Mr. Gault, the captain, Aaron Dean, having died at sea, of heart disease, July 18th. His remains were brought into port and deposited in the Counsel's family tomb. The John Carver would leave for an 8 months' cruise in charge of the mate, and return in April. There was no report of oil.

A letter from Capt. Gifford, of bark Sunbeam, of this port, reports her at sea, July 18th, two months out, with 250 bbls. sperm oil. Reports July 18th, bark Peru, Ears, New Bedford, 430 sperm.

A letter from the first officer of bark Canton, Sherman, of this port, reports her at sea, no lat. &c., June 21st, having just taken 300 bbls. sperm oil, all well.

A letter from Capt. Rogers, of bark Trinity, of New London, reports her at Bravo July 21st, all well.

District Attorney Marston of this city, on Thursday week, settled up all the old liquor cases in Fall River that had accumulated on the docket during prohibition times, the basis of settlement being the payment of costs, averaging \$7 per case. The number will aggregate 200.

Petroleum has had an upward movement in the market, owing to the increased demand both for home consumption and for export. The stock from June, 1875 has been reduced a million of barrels, to June 1876, with the probability of a further reduction of another million of barrels before the close of the year. Our home consumption is stated at 40 per cent. more than last year, and foreign consumption 20 per cent. more. The daily shipments are estimated at 27,000 barrels, while the daily production at the wells does not exceed 26,000 barrels. The advance in price commenced in June last, when in New York it was 14½ cents, and last week it was 26 cents. At the crude wells prices have advanced to \$4 and \$4.10 per barrel, in bulk.

The Pomeroy case is settled, the Executive Council having in accordance with the unanimous recommendation of the jury by which he was convicted commuted the sentence to imprisonment for life. Pomeroy will be remanded to the State Prison and placed in a cell by himself and therein compelled to labor for his own support.

The enforcement of the License law in Boston has had the effect to diminish the number of arrests for drunkenness. In the months of May, June, July and August, in 1874, there were 3,948 arrests; in 1875, there were 3,712, and in 1876 only 2,392.

The auction sale of 500,000 tons of coal in New York on the 29th ult., by the Reading, and the Delaware, Lackawanna and Western Companies, show a fall in prices of from \$2.10 to \$2.91 per ton on the different grades, or at the rate of 47½ to 50 per cent. This result shows most strikingly in what a ridiculously unnatural position the late combination has kept the coal market. At the present scale of prices there must be upon the 20,000,000 tons product of anthracite, a reduction of \$40,000,000 of revenue, to be distributed among the producers and carriers, and what is a serious loss to them is a most material gain to the community at large, leaving that amount to be expended in other products, and will give new vitality to the machine shop and the factories of the country.

Official advices from San Domingo of August 1st, states that the port of Azua, Hayti, would be blockaded 30 days from that date to all vessels from the United States.

The Delaware and Hudson Canal Company have reduced their prices for coal equal to about \$1.50 per ton from former rates, viz:—to contractors discharged in carts, per ton of 2,240 pounds, broken, \$4.05; egg, \$4.15; stove, \$4.35; nut, \$4.55.

At a recent meeting of the Paris Academy of Sciences, M. Houzeau read a paper advocating the employment of chloride of calcium in the watering of streets, promenades and public gardens, on the grounds that the moisture thus imparted will be retained by the earth for a week; that roads are improved by being covered with a hard crust which resists both desiccation and crumbling; that the healthfulness of the neighborhood is increased, and that the use of this chloride is actually more economical than the use of water.

The Postal Convention between the United States and the Island of Bermuda has been signed. Postage between the two countries will be five cents for every half ounce or fractional part thereof, prepayment optional with the sender.

The aeronaut Wise, who has made a good deal of a study of electrical phenomena, expresses a belief that lightning-rods are useless in electrical storms, but that metal roofs are an absolute protection. He says that during a recent storm several flagstays were shivered down to the point of contact with the metal roofs, when the damage ceased, the fluid dispersing over the expanse of metal. This corresponds to hundreds of other cases that he has examined; and he declares his conviction that "the lightning-rod, as a protection in itself, is of no more value than a bodkin would be to ward off the ball fired from a Columbiad."

A correspondent, who lately saw the Empress Eugenie, says she has broken sadly in the last year or two, and has lost nearly every vestige of her beauty. She has grown very stout, dyes her hair and covers her face with powder while the slight lameness which she used to dissimulate so skillfully has become very apparent in her gait.

A piece of New York up town property, valued at \$200,000 three years ago, sold for \$50,000, cash, the other day.

227 Rembrandt etchings at a recent sale in London brought \$22,000—about \$1,000 each for little pieces of paper, few of them much larger than a man's hand.

The 81-ton gun at Woolwich, Eng., with a charge of 370 pounds of powder, will send a three-quarter ton ball with sufficient force to be driven through three feet of solid iron at a range of 1,000 yards.

George Eliot says:—Marriage is promotion; but promotions have sometimes to be taken with bitter herbs.

It is affirmed that there is hardly a city in the South which is not increasing in population and wealth, notwithstanding the hard times.

The average wealth of the Mormons is \$140 each, and their average families twenty-eight children.

It requires a great deal of presence of mind for a Philadelphian to look happy when he answers the door bell and finds the front steps occupied by country cousins and trunks—come to see the Centennial.

The apple crop in Connecticut this year will be immense.

The Springfield, Me., Reporter gives an account of a funny lawsuit in that town brought in the name of the State by Ira Brackett against John H. Powers, for assault and battery on a boy named George A. Brackett. Ira Brackett, the grandfather, wanted the boy George's hair cut, and told the barber to cut it as short as he could over the comb. It was done so but that was shorter than they thought for so he brought suit for damages. The family make the boy eat with his hat on because they can't bear his looks at the table, and don't send him to school for the boys will laugh at him. No malice was shown, and the barber was discharged.

It is a common thing, when a screw or staple becomes loose, to draw it out, plug up its hole with wood and re-insert it. But screws and staples so secured soon come out again. It has been found that a much better way is to fill up the holes tightly with cork. Screws and irons so secured are said to remain perfectly tight as long as when put into new wood.

Overdoing it.—Bashful Spooner (on his honeymoon): Larry, my wife and I have both noticed that the townspeople stare at us very hard. I hope you haven't been telling anybody that we are newly married. Larry (the faithful factotum): Me tell 'em, sor? Is it likely O'd go agin my express orders? Why, whenever anybody thryed to pump me, sir, O'ive told 'em you wasn't married at all.

The potato market in New York last week fell from \$5 to \$2 per barrel consequent upon the arrival of several thousand bushels from Kentucky and the Western States.

Wherever I go (said an elderly traveler, the other day) I find men wearing out their old clothes and hats; but the ladies almost without exception, have brand new and expensive dresses.

In San Francisco on the night of the 25th ult., property and houses of 200 families valued at \$500,000 was destroyed by fire, on Brannan street, in the Southern part of the city.

Mrs. Harriet Handy celebrated the 103d anniversary of her birth-day on the 28th ult., at Boston Highlands. She was born at Stratham, N. H. Her father, Johnam Rollins, was a Lieutenant at the battle of Bunker Hill, standing beside General Warren when he was shot down. She is in possession of all her faculties.

An English velocipede rider recently rode 600 miles in six consecutive days.

The substitution of Petroleum for Gas in New York during the last year in stores and private residences have caused a material reduction in value of the several Gas Companies as returned to the Board of Assessors. Their personal property this year is estimated at \$1,679,730, against \$2,439,514 last year.

TOBACCO.—An Irishman who had a termagant wife quieted an outbreak of ill-humor by presenting the lady with a short pipe, of which the cost was one-half penny; and as he did so he remarked, with Quaker-like simplicity, that peace was a good thing at any price. There is much peace in tobacco. A legend even relates that it was introduced to Europe by a man whose professional business was peace-seeking. It was or was not—for doctors differ—a certain M. de Nicot, French Ambassador at the court of Portugal, who brought tobacco under the notice of Catherine de Medicis in the year 1560, or thereabouts; whereas it was probably known in London in 1585. In France tobacco was therefore called nicotine, or "the Queen's weed"; in England it got its more enduring title because, says tradition, Francis Drake carried away the first samples from Tobago. It was the wild man who taught his civilized brother the calm delights of smoke.

The best tobacco in the world for cigars is perhaps that found in Cuba, and the best tobacco in Cuba is grown at Vuelta de Abajo. The best snuff comes from Macouba, a village at Martinique, where the Empress Josephine was born. The best Turkish tobacco is that raised in Macedonia. Tombeki, which is exclusively smoked in narghilehs, comes from Persia. When good it looks like new shoe-leather used for soles. Tombeki should be washed at least three times before smoking. It is difficult to understand the source of the pleasure derived from tobacco. The sight seems to have part in our delectation, because tobacco is almost deprived of its perfume by darkness.

Von Helmont, travelling in desert places avers that tobacco protected him for long periods against hunger or fatigue, and he declares that he could make immense journeys on foot with no other sustenance. Dr. Stephenson, an American physician, observed that tobacco may be almost counted on as a specific in certain forms of inflammatory erysipelas. He covers the inflamed surface with wet tobacco leaves, and keeps them there till nausea supervenes. A member of the College of Medicine at Stockholm avers that the dried leaves of the potato plant would answer the same purpose, and that far better smoking ingredients may be made from them than from the coarser kinds of tobacco in common use. Much of the tobacco sold at Hamburg and Bremen is mixed with potato leaves. The tobacco which comes from Maryland is the only sort which can be smoked in short pipes without danger to the mucous membrane of the mouth. It mingles imperceptibly with the potato leaf, and the adulteration can hardly be detected. Tobacco is believed to have destroyed the art of conversation; but perhaps it has only improved it. Smoking does not render talk impossible or even difficult; but it condenses it and makes it sententious. Tobacco compresses a long-winded discourse into an epigram. Smoking which has greatly increased in recent years, is, at all events, much better than taking snuff, which disgraced the very waistcoats of our forefathers. "Had our noses," mused a philosopher, "been intended for dustholes they would have been turned the other way." Possibly. And it is by no means clear to logical intellects that our mouths were intended for chimneys, or they might with more fitness have been opened at the top of our heads, and every man might have served as a barometer to his neighbor who could have foreseen the state of the weather by noting whether his neighbor was blinded by his own smoke or otherwise. Youth and love depart from us. Tobacco remains, and perhaps it consoles us. It is the only form of happiness which is left to some whom the world has treated unkindly.

How long does it take to transmit a message through the Atlantic cable? The New York Journal of Commerce has been investigating this question, and simple as it looks at first sight, there are many singular and interesting points in the answer. When the electricity is applied to the cable at one end, two-tenths of a second pass before any effect is felt at the other end and three seconds are consumed before the full force of the current is in action. The first signal is felt in four-tenths of a second, but the following ones go through more rapidly. As many as seventeen words have been sent over the Atlantic cable in one minute; fifteen can usually be sent under pressure, and twelve words a minute is a good working rate. Messages of twelve words have been sent all the way from New York to London in two minutes. A fact not yet explained by the scientists is that the electricity does not move as rapidly from New York to London as in the opposite direction.

Martin rushed into his office the other day and excitedly announced that he was a father, and turning to one of the clerks he said, "Bet the drinks you can't tell what it was." The bet was taken and the clerk ventured, "A girl." Martin was delighted. "No, sir; no, sir!" "Then it was a boy." The serene countenance of Martin fell, and he sorrowfully remarked, "Somebody has been telling you. Let's go and get the drinks."

A young gentleman, after having for some time paid his addresses to a lady, popped the question. The lady in a frightened manner said: "You scare me, sir." The gentleman did not wish to frighten the lady, and consequently remained silent for some time. When she exclaimed, "Scare me again?"

"What are the wild waves saying?" That it costs about \$10 a day to stop down at the seaside.

Intemperance and lunacy are increasing in Ireland.

A GENERATION ON THE MARCH.—A generation on the march from the cradle to the grave is an instructive spectacle, and we have it carefully presented to us in the report by Dr. Farr, an English physician. Let us trace the physical fortune which any million of us may reasonably expect. The number, to begin with, is made up of 511,745 boys and 488,255 girls, a disproportion which, by and by, will be redressed by the undue mortality of the boys, and will be reversed before the close of the strange, eventful history. More than a quarter of these children will die before they are five years old—in exact numbers, 141,387 boys and 121,795 girls. The next five years will be much less fatal. In the succeeding five years—from ten to fifteen—the mortality will be still further reduced. Indeed, for both sexes, this is the most healthy period of life; the death-rate, however, is lower for boys than for girls. There will be some advance in deaths in the next five years, and still more in the five which follow, but 634,045 will certainly enter on their twenty-sixth year.

Before the next ten years are at an end, two-thirds of the women will have married. The deaths during that period will be 62,052, and of those no fewer than 27,134 will be caused by consumption. Between thirty-five and forty-five a still larger "death-roll" will be paid; and little more than half the original band—in exact numbers, 502,915—will enter on their forty-sixth year. Each succeeding decade, up to seventy-five, will now become more fatal, and the numbers will shrink terribly. At seventy-five only 161,124 will remain to be struck down, and of these 122,559 will have perished by the eighty-fifth year of the march. The 38,565 that remain will soon lay down their burdens; and 2,153 of them will struggle on to be ninety-five, and 223 to be 100 years old. Finally, in the 108th year of the course, the last solitary life will flicker out. Such, then, is the average lot of a million men and women.

DISCIPLINE AND CRUELTY AT SEA.

The accusation of cruelty inflicted by a sea captain upon his crew, which was brought recently before one of the courts in New York, serves to suggest again the old problem of the sea for which no man has yet found a solution, namely, how to secure the proper treatment of seamen without destroying the discipline which is essential to the safety of ships. The officers of a ship must have something like despotic authority on their quarter-decks, else no ship can be sent to sea with tolerable safety. The men who go before the mast are not very reasonable or very well-behaved beings, commonly, and brute force and terror are pretty nearly the only instruments of discipline that can be used in controlling them. It is frequently necessary to require work at their hands which can be done only with great pain. Cruelty of this sort is unavoidable, often, for the reason that the ship must be cared for in all weathers, whatever the condition of the crew may be. Discipline must be maintained, too, and very severe punishments are frequently necessary to its maintenance.

On the other hand, the officers who command ships, and especially sailing ships, are not always the mildest mannered or most humane of men. Many of them are surly ruffians to whom the exercise of power in the infliction of cruel and unnecessary punishments is a principal delight or flite. There can be no doubt that they maltreat their seamen shamefully sometimes; and the problem which is set the public is to hold officers to a strict accountability for their treatment of their men, and at the same time to sustain them in the work of maintaining discipline on deck.

This problem would be easy enough of solution if the facts could be brought out clearly in evidence whenever an accusation of cruelty is brought against an officer. Unluckily this appears to be impossible, and in most of such cases the only thing which we can certainly know is that a deal of lying is done on the witness stand. The officers swear one way and the men another, and it is difficult for court or jury to decide which set of witnesses tell the truth, if either set do.

The Fall River operatives have adopted a memorial to be presented to their employers, requesting that their wages be restored to their former rates.

CREW LIST OF VESSELS SAILED.

Bark Triton, Capt. Charles F. Keith, sailed from this port August 29th, 1876, for the Atlantic Ocean. The following persons compose her crew:

James F. Lawrence, of Fairhaven, first mate; Shadrack D. Tilton, of Vineyard Haven, second mate; Alonzo Belain, third mate; Joseph Perry, of New Bedford, fourth mate and boatswain; John Davis, do., Henry F. Brown, do., Frank Burgess, do., boatsweepers; David Lawrence, Free-town, cooper and shipkeeper; T. F. Wyman, Paterson, N. J., steward; Joaquim Martin, New Bedford, cook; Jacint Dos Sanetos, do., Edward Richards, do., John Schadt, do., August DeConto, do., Jose Eanos, do., J. Frank Bloseur, do., Henry H. Norwood, do., Henry Wais, do., Leonard S. Gifford, do., Edward R. Hughes, do., Joao Ignacio, do., J. H. B. Robinson, Nantucket, James A. Cox, Cranbury, N. J., Frank E. Brett, Brockton, Martin P. Brett, do., James S. Howland, Acushnet, George H. Cutting, do., George R. Carr, Fall River, and George F. Battene, Newport, seamen.

Schooner Franklin, Capt. David B. Sprague, sailed from this port August 29th, 1876, for the Atlantic Ocean. The following persons compose her crew:

Frederick J. Forman, of Edgartown, first mate; George E. Coffin, of Nantucket, second mate; J. W. Pardee, of Springfield, boatswain; George F. Barnard, New Bedford, steward and boatswain; Charles Wait, New York, cooper; Joseph Thomas, New Bedford, cooper; Joseph J. Vaughan, do., Jose Montano, do., Jabez B. Perkins, do., Harry P. Barker, do., Arthur Hutchinson, Boston, R. E. Sutton, Albany, Henry J. Douglass, Nantucket, Edward N. Turner, do., and Joseph Salisbury, Providence, seamen.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Small-pox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroy all poisons in the blood. His Anti-Periodic Pills remove malarial, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 222 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

apl15-76 6m

Try It---and you will Always Use Wood's Improved.

Wood's Improved Hair Restorative is unlike any other, and has no equal. The improved has new vegetable tonic properties; restores grey hair to a glossy, natural color; restores faded, dry, harsh and falling hair; restores, dresses, gives vigor to the hair; restores hair to prematurely bald heads; removes dandruff, humors, scaly eruptions; removes irritation, itching and scaly dryness. No article produces such wonderful effect. Try it, call for Wood's Improved Hair Restorative, and don't be put off with any other article. Sold by all druggists in this place and dealers everywhere. Trade supplied at manufacturers' prices by C. A. Cook & Co., Chicago, Sole Agents for the United States and Canada, and by Weeks & Potter, Boston.

aug29-77 3m

MARRIED.

In this city, 24th ult., Mr. William Lowe to Mary J. Lloyd; Mr. Frank Post to Miss Matilda R. Pedro, all of this city.

In Dartmouth, 27th ult., Mr. Philip A. Reed to Miss Fannie E. Hedge, both of Dartmouth.

In Kingston, 17th ult., Mr. W. N. Alden, of Fairhaven, to A. J. Blain, of this city.

DIED.

In this city, 26th ult., Annie W., wife of Perry G. Groves, 44 years and 3 months; 27th, Willie B., son of Charles and Mary Harold, 1 year, 4 months and 4 days; 28th, Nancy, wife of Alvin Mosher, 62 years, 3 months and 23 days; John W., son of Thomas and Elizabeth H. Walker, 2 years and 5 months; 29th, William McCullough, 43; Sophia A. Davis, 55; 30th, Mrs. Mary A. Morse, 23; 30th, John A. Brown, 60; 31st, Mary G., widow of the late Jabez N. Pierce, 72.

In Nantucket, 26th ult., Lydia G., widow of the late Lieut. R. R. Pinkham, U. S. Navy, 70 years and 7 months.

In Somerville, 27th ult., Emily F., wife of Samuel F. McCleary, formerly of Nantucket, 42 years and 11 months.

In San Francisco, 13th ult., Edward M. Baitlett, 45; 14th, Ezra R. Wood, 58, both formerly of Nantucket.

BOSTON, CLINTON, FITCHBURG & NEW BEDFORD RAILROAD.

On and after MONDAY, September 4th, 1876, trains now leaving New Bedford at 5:30 A. M., 12:10 and 5:20 P. M., and on Sunday at 8 P. M.; Boston for New Bedford at 2:00 and 5:30 P. M.; Providence for New Bedford at 1:55 and 7:30 P. M.; Providence for Taunton at 7:20 P. M.; New York Shore Line at 1:10 P. M.; Taunton for New Bedford at 3:25 and 6:40 P. M.; New Bedford for New Bedford at 9:15 A. M., will leave at 10:25 A. M. aug31-76 WARREN LADD, Ass't Supt.

MARTHA'S VINEYARD.

WOODS, HOLE, PALMOUTH HEIGHTS VINEYARD HAVEN, VINEYARD HIGHLANDS, OAK BLUFFS AND EDGARTOWN.

FALL ARRANGEMENT.

The steamers MARTHA'S VINEYARD, Capt. Benjamin C. Crockett, and OHANSETT, Capt. Charles C. Smith, will run between New Bedford and Edgartown, on and after MONDAY, September 4th, leaving Edgartown daily at 7:15 A. M., making close connection with the trains for Boston, Providence, New York, &c. Returning, leave New Bedford at 1 P. M., being the hour of the arrival of the mid-day trains from Boston, Providence, &c.

All

Whalers' Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING SEPTEMBER 12, 1876.

NO 30.

The Whalers' Shipping List,
AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY E. B. P. RAYMOND,
9 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 5 cents.
No paper will be discontinued until all arrearages are paid, except at the option of the publisher.
Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.
A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 79 Gracechurch Street, London, England.
FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.
W. PRICE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

	Bis.	Bis.	bone.
	sp	wh	
JANUARY.			
By Railroad, N. B.	40,885		
Jos. Nickerson, N. Y.	101		
Nile, N. L.	372	7,509	
do, on freight,	136		
Colon, N. Y.	81		
Gons, N. Y.	182	893	52,885
FEBRUARY.			
Humber, Boston,	70		
Azor, N. Y.	185		
City of Dallas, N. Y.	151		
Young America, "	2,945		
Colon, "	69		
MARCH.			
Bart. Gosnell, N. B.	817	333	
A. Blake, Marion, "	82	30	
	2,305	3,307	
APRIL.			
Syren, N. B.	93	5,483	
L. P. Simmons, N. L.	443		
Flying Fish, "	290		
Europa, N. L.	1,896	15,000	
do, on freight, "	90	1,500	
Ceylon, "	101	301	
Mermald, "	153	6,410	
Colon, N. Y.	43		
Alfred Keen, Bt'n, "	160		
Desdemona, N. B.	375	875	
do, on freight, "	100		
G. City, Fernandina, "	40		
MAY.			
Arnold, N. B.	620	125	
do, on freight, "	410		
Marcella, N. B.	693		
Sarah, "	1,000		
C. H. Pigeon, N. B.	219	510	
do, on freight, "	24		
Roman, N. L.	40	1,425	300
do, on freight, "	580		
Carondelet, N. Y.	8		
Stafford, N. B.	375	230	
JUNE.			
Gov. Morton, N. Y.	260	985	
W. W. Wood, N. B.	1,513	545	
Tifton, "	1,390		
do, on freight, "	900		
President, N. B.	60		
Andes, N. Y.	172		
Merlin, N. B.	93		
Seacrest City, N. Y.	809		
Alps, "	159		
JULY.			
Elvie Allen, N. B.	2,273	72	
Matapoisett, "	290	200	
Wm. & Anthony, N. B.	1,151		
Colon, N. Y.	593	22	
Azor, Boston,	555		
Holopulos, N. Y.	1,140	500	
do, on freight, "	790	1,240	
E. Phillips, "	300		
Ellen Ripshap, "	110	220	
AUGUST.			
Agate, N. B.	200	100	
Amizade, N. B.	60		
Adams, "	165		
D. A. Small, "	800		
California, "	1,650		
do, on freight, "	504		
A. G. Grozier, Prv'tn	30		
Campana, N. B.	40		
N. J. Knight, Prv'tn	160	125	
Mary Frazier, N. B.	160	300	
do, on freight, "	809	134	729
Canana, N. Y.	274		
H. Hatfield, "	190		

LIST OF WHALERS IN PORT.
NEW BEDFORD
Ship California, Brighton, Pacific.
" Daniel Webster, "
Bark Bounding Billow, Luce, Pacific, Sept.
" Catalpa, "
" E. H. Phillips, Francis, Atlantic.
" E. Corning, "
" Europa, Penman, Pacific.
" Mary Frazier, "
" Merlin, "
" Progress, "
Brig E. H. Adams, "
Schr. Ellen Rodman, West, Atlantic.

WHALERS TO ARRIVE IN 1876.
The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

	sp.	wh.	bone.
Commodore Morris, "	870		
do, on freight, "	25		
Coral, "	180	350	
do, on freight, "	682	475	
Gons, N. Y.	110		
Janet, "	600		
Mercury, "	600	500	
Milton, "	1,740	200	
Osprey, "	160		
Pacific, "	400		
Seine, "	300	25	500
Union, "	10		
Wave, "	190		

WESTPORT.
Andrew Hicks, 600

ISAAC H. MARKS,
VALPARAISO, CHILI.
GENERAL AGENT FOR THE TRANSACTION OF ALL BUSINESS CONNECTED WITH WHALERS ON THE COAST OF CHILI.

All business entrusted to my care will receive prompt and careful attention.
References—Charles F. Howland, Orlin Smalley, New Bedford, 19 decr 74

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.
ESTABLISHED 1851.

In 1876 the New York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, the Times has always borne a very high reputation throughout the United States. It is free from all oblique advertisements and reports, and under no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The disagreeable lures of quacks and medical pretenders, which pollute so many newspapers of the day, are not admitted into the columns of the Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous journals and has opposed those attacks on the family which are frequently made, and which have led to so much misery and crime.

As a political journal, the Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of any leaders. Its attitude is that of independence with the Republican Party, for in that way can the interests of the people be most efficiently served. Party government is essential to a constitutional country, and when journals profess to have "no party" it is because they have no principles. The Times is faithful to the convictions and aims upon which the Republican party is based, but it is not the mouthpiece of a clique. It was not originally established as an "organ," nor has it ever asked for or received any "favors" whatever from the party with which it has been identified. It has supported the Republican Party in the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. But its support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to these principles in the important canvass which will shortly engage the attention of the people of the whole country. Great issues are at stake, and it will need all the force of the press to sustain the right side. The Democratic Party is substantially for infatuation, which is avowedly the first step toward ruin. The Republican Party is in favor of a return to specie payments, by safe and judicious methods, and of keeping faith with the national creditor; and it is not for nothing that the Republican Party is so widely and so justly popular.

The Sunday edition of the Times will be devoted to the most varied and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper. Among the contributors of original stories or articles to this paper are: Bret Harte, J. W. Foster, Thomas Hardy, Duncy Cook, William Black, and negotiations are being carried out with many other distinguished authors.

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Too Poor to Pay.
We were so poor when baby died,
And mother stitched his shroud,
The others in their hunger cried
With sorrow wild and loud.
We were so poor, we could not pay
The man to carry him away.
I see it still before my eyes—
It lies upon the bed,
And mother whispered through her sighs,
"The little boy is dead."
A little box of common pine
His coffin was—and may be mine!
They laid our little brother out,
And wrapped his form in white;
And, as they turned his head about,
We saw the solemn sight;
And wept as little children weep,
And kissed the dead one in his sleep.
We looked our last upon his face,
And said our last good-bye,
While mother laid him in the place
Where those are laid who die.
The sexton shoved the box away,
Because we were too poor to pay.

We were too poor to hire a hearse,
We couldn't get a pall,
And when we drove him to the grave,
A wagon held us all;
'Twas I who drove the horse, and I
Who told my mother not to cry.
We rode along the crowded town,
And felt so lone and drear,
And often tears came trickling down
Because no friend was near;
The folks were strangers, selfish men
Who hadn't lost a baby then.
We reached the grave and laid him there
With all the dead around;
There was no priest to say a prayer
And bless the holy ground;
So home we went with grief and pain,
But home was never home again!
And there he sleeps without a stone
To mark the sacred spot;
But though to all the world unknown
By us 'tis ne'er forgot;
We mean to raise a stone some day,
But now we are too poor to pay.

The Talbot Diamonds.

A brown-stone front. A fashionably dressed young man standing in the doorway; an old man, in equally modern attire, mounting the marble steps; and a very plainly dressed young lady passing on the pavement.

The young man bowed to the young lady, and she timidly acknowledged the salute. The old gentleman took notice of the act, and turned very quickly toward the young lady; but saw only a trim, ladylike figure gliding gracefully down the street. He turned, quite impatiently, to the young man, and asked, sharply: "John, who is that?"

"Miss Maggie Osborne, father," exclaimed the old gentleman. "What do you mean, sir?"

"That the young lady is named Maggie Osborne," was the quiet reply.

"No trifling!" threatened Mr. Morton Talbot. "Now, what is she? and who is she?"

"Your last question is answered. To the first I will answer that she is a very charming young lady."

"Zounds! You insult me!" exclaimed Pa Talbot, in a rage. "Now, sir, once for all! What is that girl? Where did you meet her? What are her antecedents? What is she to you?"

"I declare, father, you quite overwhelm me with questions. Pray excuse me if I ask you to repeat them, one at a time."

"John Talbot, you are insolent!" cried Mr. Talbot, Sr., brushing past him. "Insolent!" he repeated, pausing in the hall. "Most confounded insolent! And if I hear any more of it—"

"Father, I beg pardon, if I have said anything to wound your feelings," interrupted John, with a face that was anything but penitent.

"Would my feelings! Don't you be alarmed! I'm not so sensitive as that. But when I ask you a question I want an answer. Now what is that girl?"

"I fear, father, that I do not quite catch your meaning," said John, with a distressed look.

"John Talbot, I'm ashamed of you—positively ashamed! And I'm growing angry, too! I am, upon my word! I can endure but little more—very little. Now, for the last time, is she respectable?"

"Father, you do me injustice."

"I don't know about that. To tell the truth, I wouldn't like to take much stock in your respectable acquaintances. But, about this girl. What is her standing? There's no use asking about her money, for her dress speaks for itself."

"I am not so sure of that," said John. "I've seen her with wealth enough about her to make a dozen men rich—yet she always dresses very plain."

"Does she? Eccentric, no doubt. But

that makes no difference. You know what my wishes are, so you can banish all thoughts of Miss—Miss—Maggie—Osborne from your mind. As for your falling in love with every pretty face you see, I'll not have it!"

John was about to reply, but the look of consternation that became suddenly visible on Mr. Talbot's face checked him.

"What is it?" he asked, hurriedly.

"The diamonds—the Talbot diamonds!"

"What of them, father?"

"Gone! Lost!" gasped the old gentleman. "I took them, several days ago, to Sanborn's to be reset, and got them again—or thought I did—not two hours ago! must have left them, after all. I'll go right back and see, for there's a fortune in those Talbot diamonds!"

Half an hour later.
An elegant Broad Street Store.

Mr. Sanborn behind the counter, and Mr. Talbot Sr., before it.

Mr. Talbot was puffing like a spent horse, for no grass had grown under his feet while hurrying back for those diamonds.

"My diamonds! The Talbot diamonds!" he exclaimed to the wondering Mr. Sanborn.

"Well—"

"Left them here?" articulated the exhausted Talbot. "Seen them?"

"Assuredly not, Mr. Talbot. You took them away with you."

Mr. Talbot shook his head.

"The girl! Where is she?"

"You mean Maggie?"

"I don't know whether it was Maggie, or Mary, or Betsy, or who; but it's the one I dealt with."

"You refer to Maggie Osborne, I presume," said Mr. Sanborn. "She left here soon after you went out, and will not be in the store again for several weeks."

"Maggie Osborne!" exclaimed Morton Talbot. "Gone, too! Depend upon it, she's got the Talbot diamonds!"

Mr. Sanborn stared in blank amazement, and mechanically gave Morton Talbot Maggie's address; and it was not until Talbot left the store that he fully realized the enormity of the crime with which his trusted employee had been charged. He promptly wrote to Maggie, offering sympathy and assistance, and declaring his belief in her innocence. And that was not all. With John Talbot's assistance, a search for the missing diamonds was instituted, but Mr. Morton Talbot knew nothing of it, and went on his own way to recover the lost gems.

A long, steep hill. At the bottom a runaway horse and a wrecked carriage; half-way up, the insensible form of Mr. Morton Talbot, so far on his search for Maggie Osborne or the lost diamonds; at the top, a comfortable farmhouse, and a young lady just coming through the gate to Mr. Talbot's relief.

Help was near, and with very little delay the unfortunate Talbot was safely ensconced between the two white sheets in the good housewife's spare bed.

His senses came back to him at last, and his first words were:

"What a tremendous hill!"

Then he bethought him of his errand, and startled the young lady in attendance by asking, abruptly:

"What would you do to a young lady, if she stole your diamonds from you?"

"Never having been the owner of diamonds, I cannot say," replied the young lady; "but I believe I should, first of all, get the diamonds."

"Zounds!" exclaimed Talbot. "And that's just what I will do. By-the-way, do you know a person named Maggie Osborne?"

"I do."

"Is it possible?" exclaimed Mr. Talbot, as though it were the strangest thing in the world. "Well, you are the first one. If I've asked one, I have a hundred, and nobody knew the little thief."

"The what, sir?"

"Thief! She stole the Talbot diamonds, and I'm after her!"

"Why! why! I'm astonished! I knew Maggie had a very taking away, but I never supposed she would go so far as that."

"Nor nobody else," grumbled Talbot. "There's my boy boy, John, won't believe a word of it. He's after her—"

Two after her? Poor Maggie! She'll be caught, surely!"

"No, no, no!" interrupted Talbot. "Not about the diamonds; but he wants her for a wife!"

"Oh! that's funny, now—isn't it? Of course you'll not allow it?"

"Just let him try it!" replied Talbot, with a meaning smile.

"No, I knew you wouldn't. It would be scandalous. But you probably would not care so much if she hadn't stole your diamonds? Maggie is quite a nice girl they say."

"Well, no. John has always been a good boy, and if he really liked a good, respectable girl, and wanted to marry her, I don't know as I should say much against it. But such a creature! Bah! John's a fool!"

"How curious. But if she proves her innocence. For instance, if you should learn that she had not touched your diamonds at all, and your son still wanted to marry her, you would not object. Of course you wouldn't."

"No, I wouldn't," replied Talbot—at the same time he was thinking, "I'll be safe enough, for there's not the least doubt of her guilt. And I guess I'll promise further, for I really like this girl. It won't do any harm, any way, to give her a good opinion of me."

"No, I wouldn't object," he repeated; "and more than that, I would give them a good setting up in life. I'm able, and I would do it, too."

"Thank you, father," were the words that came in answer to his; and, looking toward the door, he saw John standing there. "I overheard your promise, father," continued John, "and I think I shall be safe enough to set the wedding-day just a month hence."

"Humph! Don't count your chicks too soon. That Maggie Osborne never will be your wife."

"Not until she, or some one else, proves her innocence."

"You'll be in your grave long before that, boy."

"My demise will be speedy, then," said John, taking something from his pocket. "See the proofs!"

"What! Mercy! What is it?"

"The Talbot diamonds, father."

"Hanged if you aren't right!" exclaimed Pa Talbot. "Where did you get them?"

"After getting the diamonds from Mr. Sanborn's, you changed coats, and left the gems in one of the pockets."

"Confound my carelessness!"

"It's an ill wind—"

"You know the rest, father. I shall hereafter prize the Talbot diamonds for all they are worth. Your promise—"

"Promise! I was only joking, boy. I never meant you should marry that Osborne girl. You didn't think I was in earnest?"

"Really, I thought of little else but the promise. That holds good yet, from the fact that we have a witness to it. Don't you think so, Maggie?"

"Maggie! Not Maggie Osborne?" asked the old gentleman, scrutinizing the young lady, who was blushing and smiling very prettily.

"Miss Maggie Osborne, father."

"Drat me for a fool!" growled Pa Talbot. "I'm a blundering fool! and a block-head! and blind as a bat! I don't deserve anything better. Here, Maggie, take the Talbot diamonds, and John, too! I've not another word to say against it. And all I ask of you is, if you ever find a bigger numskull than old Morton Talbot, give him the diamonds, and ask no questions."

CURING A DRUNKARD.

According to an article in the "British Medical Journal," it has been found by Dr. Renger that the tincture of capsicum in ten drop doses is the best remedy to counteract that craving for alcohol which is the curse of all inebriates, preventing their return to rational conduct. This remedy has been tested by other physicians, and they report very favorably in regard to it. They give several instances of men of various ages who, half-muddled, hung around low drinking saloons, or at home, and who, when the liquor was shut up, would pick the lock, or when money was taken from them would tattle on credit whenever they had a chance.

The best way to administer this remedy is to commence with five drops in a little syrup of orange peel before meals, increasing the dose of capsicum tincture to twelve drops. In one month most of them became quite different men, changing from half idiots to men who attended to their business, and took an interest in all that was going on in the world, which they before, being confirmed drunkards, did not, according to the habits of the latter class of unfortunate.

A young lady of Chicago, on returning from church recently, was asked what the text was when she replied, "blessed are the Dressmakers."

WIT AND HUMOR.

When is a jealous husband like a cat? When "he smells a rat."

Engaging photographer—"Just look a little pleased, Miss! Think of 'im!"

A gentleman can probably marry any lady of his acquaintance—if he pleases.

Little girls believe in a man in the moon—young ladies believe in a man in the honey-moon.

"Have you heard my last song?" asked a music writer of a gruff critic. "I hope so," was the reply.

There is a sly fellow in Texas who has laughed in his sleeve so much that it has become threadbare.

"Be jabbers!" says Pat, who was born on the last day of the year, "had I delayed a bit, where would I been?"

A voice comes from Washington Territory, saying "Send us wives!" And a thousand unhappy Benedicts respond "Take ours!"

A physician writes, asking the renewal of a note, and says: "We are in a horrible crisis; there is not a sick man in the district."

An auctioneer once advertised a lot of chairs which, he said, "had been used by school children without backs."—*Youth's Companion.*

Silas Card was married the other day, and on his wedding notices were the words: "No Cards." But he doesn't know what might happen.

The married ladies of a Western city have formed a "Come-home-husband Club." It is about four feet long, and has a brush on the end of it.

A Connecticut man has christened his daughter Glycerine. He says it will be easy to prefix "Nitro" if her temper resembles her mother's.

An obituary notice in a Western paper contained the touching intelligence that the deceased "had accumulated a little

SANDERS' STAR CLOTHING HOUSE!

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Men's Youth's and Boys' Clothing
IN GREAT VARIETY.
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which we are prepared to make to order in garments as
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READY MADE CLOTHING
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING,
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DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

will continue in the same business as heretofore at

NO. 55 UNION STREET,

where they will be happy to see all old friends and host of new ones "Who go down to the sea in ships," and will endeavor to give satisfaction in all business transactions, and shall keep constantly on hand a full assortment of

READY MADE CLOTHING

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And a full line of CLOTHS, CASSIMERES, &c., for Custom trade
The business heretofore will be conducted under the style of DOANE & CO.
P. S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.

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J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

DEALER IN—
FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,
Also a full assortment of
BEST QUALITY
CUSTOM and Ready Made
CLOTHING
GENTS' FURNISHING GOODS
FINE and FANCY SHIRTS, DRAWERS,
SHIRTS and DRAWERS, Hats,
Caps, Collars, and Cuffs,
etc., etc.



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,
A cordial invitation is extended to my SEA-FARING FRIENDS to call and examine before purchasing elsewhere.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,

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And a general assortment of Goods usually found in a First Class Tailoring Establishment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

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We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you; call and examine, all of which will be sold at low prices.
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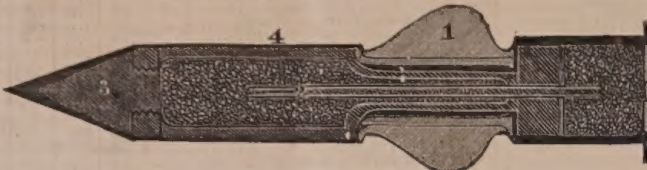


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Of the best quality, to all of which our seafaring friends and the public are invited to inspect. Garments of all kinds made to order in the best style, and warranted to set at short notice being thankful for past favors, would respectfully solicit a continuance of the same.
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CLOTHING GENT'S FURNISHING GOODS.

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Our Seafaring Friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as any city customers buy the goods.

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.,

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owners, agents and masters of whaling vessels, that they have succeeded in getting the tonnage duty removed from whaling vessels visiting this port for the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31½ gallons, in lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed.

The expenses attendant on shipment of oil at this port are as follows:

A Package duty of twenty-four cents per barrel. Harbor dues, \$5; Secretary's fee, \$5; and a Harbor Police fee, as follows, viz:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4. This fee, however, is not incurred unless the vessel remains over 24 hours.

They still continue as heretofore, to supply Stores and negotiate Drafts on the same favorable terms as well as to receive and ship home oil at the rate of One Dollar and Twenty Cents per barrel, (deliverable at New York or Boston) free of all other charges except insurance, which will be effected on the most favorable terms when required.

Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any persons offering themselves as Pilots, as there are none licensed by the Government, and none needed, there being no obstructions whatever in the Bay.

On coming to anchor masters are also informed that the middle part of Carlisle Bay, from Notherly to a Southerly direction, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well past the Buoy to the seaward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.

There is now direct communication with the place by mail, which leaves New York about the 22d of every month, and arrives here on the 6th of the following month. All letters forwarded to our care will be safely received, and delivered as addressed. Masters of vessels calling off the Harbor and not wishing to anchor may obtain their letters by coming on shore in a boat, after having been first boarded by the Health Officer—and will only incur the expense of that officers fee—\$1.

New Bedford papers all ways on file for inspection.
W. P. LEACOCK & CO.
sept 23/76

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SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds

arrived at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will be delivered as addressed.

sept 10/76

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SHIPPING & COMMISSION MERCHANT

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SOLICITS consignments of vessels, also of cargoes for transshipment to the United States.

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jan 19/75

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oct 5/76

Boston, Clinton, Fitchburg & New Bedford R. R.



Boston Taunton, Providence, and Martha's Vineyard.

On and after Monday September 4th, 1876, trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway

at 7.30, and 10.25 A. M., and 3.40 P. M.

Return, 7.30 and 11.10 A. M., and 4.35 P. M.

Via Old Colony Railroad, 8 A. M. Return, 3.30 P. M.

Providence, at 7.30, and 10.25 A. M., and 3.40 P. M.

Return, 8.00 and 10.50 A. M., and 4.40 P. M.

Taunton, at 7.30, 8.00, and 10.25 A. M., and 3.40 P. M.

Return, 9 A. M., and 12.10, and 5.45 P. M.

Doan street station, 4.30 P. M.

Myrick's, at 7.30, 8.00, and 10.25 A. M., and 3.40 P. M.

Return, 9.20 A. M., and 12.25, 4.40 and 6 P. M.

Howland's, at 8.00 A. M., and 3.40 P. M.

Return, 9.20 A. M., and 6.10 P. M.

Acushnet, at 7.30 and 10.25 A. M., and 3.40 P. M.

Return, 9.45 A. M., and 6.25 P. M.

Worcester via Mansfield and South Framingham

at 10.25 A. M., and 3.40 P. M.

Lowell, at 10.5 A. M., and 3.40 P. M.

Fitchburg, at 10.25 A. M., and 3.40 P. M.

Fall River, at 7.30, and 10.25 A. M., and 3.40 P. M.

Return, 8.00 and 11.20 A. M., 3.15 and 4.17 P. M.

Newport, at 7.30, and 10.25 A. M., and 3.40 P. M.

Return, at 7.30 and 10.40 A. M., and 2.30 and 3.45 P. M.

New York via Shore Line, at 7.30, and 10.25 A. M.

Return, 8.00 A. M., and 10.00 P. M.

LEAVE TAUNTON, FOR

Boston, at 8.00, 9.00 and 11.10 A. M., and 4.30 P. M.

Return, at 7.30 and 11.10 A. M., 2.45, 3.55, and 5.30 P. M.

Providence, at 8.10, and 11.15 A. M., and 1.40, 4.35 and 6 P. M.

Return, 8.00, 9.15, and 10.50 A. M., and 4.40 and 6.20 P. M.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at

7.45 A. M., and 9.30 P. M.

Mattapoisett, at 7.45 A. M., 2.30 and 4.40 P. M.

Marion, at 7.45 A. M., 2.30 and 4.40 P. M.

Tremont, at 7.45 A. M., and 2.00 and 4.40 P. M.

Cape Cod, at 7.45 A. M., and 4.40 P. M.

Nantucket, at 7.45 A. M.

Plymouth, at 2.50 P. M.

LEAVE BOSTON, via Old Colony Railway,

at 8 A. M., and 4 P. M.

LEAVE SANDWICH at 7.50 A. M., 2.57 P. M.

LEAVE HYANNIS, at 7.05 A. M., and 2.07 P. M.

LEAVE TREMONT, at 10.00 A. M., 3.55 and 5.40 P. M.

LEAVE MARION, at 10.15 A. M., 4.15 and 5.52 P. M.

LEAVE MATTAPOISETT, at 10.25 A. M., 4.15 and 6.04 P. M.

Passengers from Way Stations on Old Colony Railway will take the 3.35 P. M. train from Boston.

ARREN LADD, Asst. Sup't.

sept. 4, 1876.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a

partnership for the purpose of

carrying on the Express business under the

name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office

No. 142 Union Street, daily except on

Sundays, at 6.45 A. M., 7.15 A. M., and

stations at 6.45 and 7.15 A. M. Mid-day

Express from office 9.45, Depot at 10.15 A. M.

Afternoon Express, from office 3.10 and

Depot at 4.40 P. M.

This Express so long and favorably known

to the public, now offers superior facilities

to all persons wishing to transact business

in the principal cities and towns in the

United States and Canada.

Specie, Bank Notes, and other valuables,

safely transported, and Notes, Drafts, Bills

Coupons, &c., promptly collected. Goods of

all descriptions forwarded with despatch.

This Express connects with Steamer

Monahansett for Wood's Hole, (Falmouth),

Vineyard Haven and Edgartown, (Martha's

Vineyard).

H. & Co. have the exclusive agency for

the sale of Tickets via New York and Erie

New York Central and Pennsylvania Central

Railroads, and their connections to all points

South and West. Tickets for sale and infor-

mation freely given at our office.

OFFICES.—In Boston, 34 Court Square, and

No. 8 Milk Street, opposite the Old

South Church.

Providence, 34 Dorrance Street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union Street.

A. D. HATCH,

GEO. C. HATCH,

CALVIN RAYMOND, JR.

New Bedford, May 20, 1876.

DAVENPORT, MASON & CO.'S

NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-

ington, connecting with ALL THE EXPRESS

COMPANIES in New York, North, South and

West, California and Sandwich Islands,

having competent Messengers who accom-

pany each Express, our customers may rely

upon orders being promptly answered and

all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pass-

ports Tickets to and from Europe for sale at

SEPTEMBER 12, 1876.

FOR THE AZORES.
THE **Al clipper Bark MODESTA**
will run as a regular packet between
Boston and the Azores Islands,
For freight or passage apply to
Capt. **WILLIAM LEWIS**,
No. 13, Hamilton Street, New Bedford
to **MEDINA BROTHERS**,
39 Lewis Wharf, Boston
MANUEL J. SEQUEIRA,
Fayal, W. I.
or **SILVA, CABRAL & CO.**,
april 17 '76 St. Michaels, W. I.

CALL AND SEE
—THE—
GREAT REDUCTION
THAT

CHARLES FISHER
HAS MADE ON THE
BALANCE
OF HIS
MEN, YOUTHS, AND BOYS
Summer
Clothing
64 PURCHASE STREET,
New Bedford, Mass.
[OPPOSITE CITY CLOCK.]

RICHARD S. HOWLAND,
SHIPPING
AND
COMMISSION MERCHANT,
No. 313 Davis Street,
SAN FRANCISCO,
California.
P. O. Box 382.
REFERENCES:
George & Matthew Howland, }
Ivory H. Bartlett & Sons, } N. Bedford
William W. Crapo, Esq., }
Charles Brewer & Co., Boston
Owen & Clark, Providence.
E. A. Mauriac, 4th Nat. Bank, New York
mch 29 '75

H. A. POLHAMUS **H. A. POLHAMUS, JR.**
H. A. POLHAMUS & SON,
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, & CO.,
OFFICE, 140 FRONT STREET,
NEW YORK.
ESTABLISHED 1841.
may 7 '72

CHARLES R. SHERMAN,
DEALER IN
NAUTICAL, MATHEMATICAL, and
OPTICAL INSTRUMENTS,
Charts, Nautical Books, Patent
Logs, Stationery, &c.,
No. 49 North Water Street,
NEW BEDFORD.
SEXTANTS, QUADRANTS, SPY-GLASS
COMPASSES, &c., repaired in a workmanlike
manner and on reasonable terms.
All orders thankfully received and
promptly executed.
oct 20 '74 1y

THE TAUNTON COPPER CO
OFFER FOR SALE
Yellow Metal and Copper Sheathing,
BOLTS, SPIKES, NAILS, & C.
Old Metal taken in exchange for new
John P. Knowles, 2d, Agent.
Corner Commercial and Front Streets,
NEW BEDFORD, MASS.
apr 2 '72

\$5 to \$20 per day at home. Sample
free **STINSON & CO.** For
land, Maine. 1y mch 7 '76

SEND 25c. to **G. P. ROWELL & CO.,** New
York, for Pamphlet of 100 pages, con-
taining lists of 3,000 newspapers, and es-
timates showing cost of advertising.
mch 7 '76 1y

I. H. BARTLETT & SONS,
(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles, &
ON COMMISSION.
NEW BEDFORD, MASS.
IVORY H. BARTLETT,
GEO. F. BARTLETT.

J. C. MERRILL & Co.,
SHIPPING AND COMMISSION MERCHANTS
204 & 206 California Street,
SAN FRANCISCO, CAL.
Particular attention paid to these
Merchandise, purchasing and shipment of Cal-
ifornia and Oregon Produce, chartering of ves-
sels effecting Insurance, &c.
Liberal Advances made on consignments.
REFERENCES TO:—
William J. Reisch,
Leander A. Plummer,
James D. Thompson,
William H. Matthews,
Weston Howland,
George Barney,
Edward Merrill,
S. Griggs & Morgan,
sep 28 '69. 1

OFFICE OF THE

Atlantic Mutual

INSURANCE COMPANY.

NEW YORK, January 24th, 1876.

THE Trustees, in conformity to the Charter of the Company, submit the following statement of its Affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875..... \$5,840,021.88

Premiums on Policies not marked off 1st January, 1875. 2,455,372.87

Total amount of Marine Premiums..... \$8,295,394.75

No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.

Premiums marked off from 1st January, 1875, to 31st December, 1875..... \$6,123,134.68

Losses paid during same period 3,712,008.5

Returns of Premiums and Expenses..... 1,217,477.21

The Company has held the following ASSETS, viz.:

United States and State of New York Stock, City, Bank and other Stocks..... \$19,314,940.60

Loans secured by Stocks, and otherwise..... 2,844,200.04

Real Estate and Bonds and Mortgages..... 397,000.06

Interest, and sundry notes and claims due the Company, estimated at..... 454,037.22

Premium Notes and Bills Receivable..... 2,076,300.

Cash in Bank..... 363,462.41

Total amount of assets..... \$16,019,046.12

Six percent. interest on the outstanding certificates of profit will be paid to the holders thereof, or their legal representatives on and after Tuesday, the first of February.

The outstanding certificates of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones, William H. Webb,
Charles D. Jones, George W. Burnham
W. H. H. Moore, Frederick Chauncey
Henry Colt, Charles P. Burdett,
Lewis Curtis, Francis Skiddy,
Charles H. Russell, Robert B. Minurn,
Lowell Holbrook, Robert L. Stuart,
Foyah Phelps, James G. DeForest,
David Lane, Alexander V. Blake,
James Bryce, Charles D. Leverich,
Daniel S. Miller, Charles H. Marshall,
William Sturgis, Adolph Lemoine,
John Elliott, George W. Lane,
William E. Dodge, Adam P. Sackett,
Josiah O. Low, Thomas F. Youngs,
C. A. Hand, Horace Gray,
James Low, Winthrop G. Ray,
John D. Hewlett, Samuel Hutchinsin
Edmund W. Corlie.

JOHN D. JONES President.
CHARLES DENNIS, Vice-President
W. H. H. MOORE, 2d Vice-President
febl 75

J. E. BLAKE & CO.,

Druggists and Apothecaries

WITH care and attention to business and (as we trust,) with the reputation of honesty and fair dealing secured by a long business experience, we hope to merit and receive a fair share of public confidence and patronage.

Our stock, which we intend shall be the largest and most complete in this section, comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their **Prescriptions Prepared only by Competent and Careful Persons.**

And all things shall be our constant aim to gain the confidence and esteem of our patrons.

MR. ISRAEL H. SHURTLEFF remains with us, and will be pleased to see all his old friends and hosts of new ones at the old stand.

J. E. BLAKE & CO.,

94 North Second Street, cor. Midd

PHINEAS WHITE, JR.,

—FURNISHES THE—

PENDULUM PUMP.

THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.

MR. White attends to the repairs of all kinds of Pumps; also furnishes and does all kind of Plumbing on the most reasonable terms. Call at No. 24 William street.
jes 75

SOUTHWARD POTTER, 2D.

ACCOUNTANT,

No. 104 Union Street, (Up Stairs).
NEW BEDFORD, MASS.

MR. Potter attends particularly to the settlement of Whaling Voyages, and making up Disbursement Accounts. Any account entrusted to him, will be faithfully attended to.
tf ept22 '74

CHARLES T. BONNEY,

ATTORNEY AND COUNSELLOR AT LAW

AND
PROCTOR IN ADMIRALTY.
No. 42 North Water Street,
NEW BEDFORD.

Whaling voyages and maritime claims settled with dispatch.
may 76 tf

HOBBART TOWN----- (Tasmania.)

ROBERT R. REX,

Ship Chandler and Whaling Agent.

Whalers' Stores of all kinds furnished at lowest prices.
Letters for American Whalers forwarded to me, will be delivered as addressed.
Jy oct26 '76.

WHALING GUNS.

THE subscriber flatters himself that his **BOMB LANCE** for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same. The Lances are for sale by the following Agents, and at the manufactory, by
J. A. BRAND,
Norwich, Ct., Feb. 29th, 1876.

AGENTS.

Edward P. Haskell, New Bedford, Mass.
Union Wharf Co., Provincetown, Mass.
Cromer Smith, 21 Fulton street, Boston.
Crocker, Wood & Co., New York City.
Williams & Barns, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
J. W. Pierce & Co., Honolulu, H. I.
F. A. PARKER, Russell, Bay of Islands New Zealand.

The Whalemens Shipping List.

NEW BEDFORD:
TUESDAY MORNING, SEPT. 12, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone
to the United States, for the week ending
September 11, 1876.

	Bls.	Bls.	Lbs.
	sp.	wh.	bone.
New Bedford.	275	42	4,839
S. M. Parker, New York.	165	300	.....
Steamer Acapulco, Colon.	584	.....	.....
.....	60	.....	.....
Total.	609	320	.....
Previously.	24,741	27,841	10,215
From Jan. 1, to date.	25,541	29,041	10,515
Same time last year.	25,583	28,867	104,199

EXPORTS FOR THE WEEK ENDING

	sp.	wh.	bone.
September 11, 1876.	14,463	9,409	115,813
Previously.	14,737	9,432	120,462
From Jan. 1, to date.	14,737	9,432	120,462
Same time last year.	12,751	4,372	144,464

NEW BEDFORD OIL MARKET.

For the week ending September 11.

SPEERM.—Continues in fair demand, with sales of 190 bbls. at \$1.25 per gallon, and 165 do. do. on private terms, for manufacture.

WHALE.—Is in light demand, and sales were made of 25 bbls. Southern at 55 cents, 80 do. black Northern at 50 cents, and 200 do. Humpback at 53 cents per gallon, all for manufacture.

FOREIGN OIL MARKET.—The circular of Messrs. Bowers, Game & Co., dated London, August 24th, says:—Our quotations for Crude Sperm is quite nominal, there not being any demand, the refiners having bought largely in America at reduced prices.

Whalebone.—About 4 tons have arrived at a Scotch port from North Greenland, and which will command a long price. We are still without any news of the success of the Davis' Straits whalers.

IMPORTATIONS.

Per steamer Colon, at New York 14th ult., from San Francisco:—60 bbls. sperm oil from ship Josephine, to Swift & Perry, New Bedford.

Per steamer Acapulco, at New York, 29th ult., from Panama:—284 bbls. sperm oil from ship Jireh Perry, to Swift & Perry, New Bedford.

LETTERS.

A letter from Capt. Weeks, of bark Eliza Beth, of St. Helena, reports her at Cabenda Coast of Africa, July 5th, having taken 250 bbls. humpback oil since leaving St. Helena, 170 bbls. sperm and 250 do. humpback oil all told. Reports same date, barks George & Susan, Meyer, New Bedford, with 50 bbls. humpback oil; Hope On, Baker, do. 100 do.; Rousseau, Almy, do. nothing; Adeline Gibbs, Snell, do. one whale; Draco, Peaks, do. 3 whales. All the above has been taken since leaving St. Helena.

ASSESSORS' RETURNS.—The assessed valuation in this city, this year, is as follows:—Personal property, \$11,643,100; real estate, \$15,388,590; total, \$27,031,690; adding New Bedford bank stock owned in the city the total is \$26,707,302, against \$25,375,274 in 1875—showing an increase of \$332,028; amount of city, State and county taxes, with overlays, \$406,637.21, a decrease of \$1,148.34 from last year; increase of dwellings 104, the present number being 3,742. Rate of taxation \$16.60 on \$1,000, against \$17 last year.

THE MANAGERS OF THE OLD COLONY RAILROAD have decided to place the Newport and Old Colony on the Fall River line, in addition to the Bristol and Providence. These boats will make daily trips, and will land and receive passengers at the station of the Pennsylvania Railroad in Jersey City, both going to and coming from the pier of the line in New York city, thereby obviating the necessity of a transfer through that city.

THE WAR IN THE EAST.—The late foreign dispatches leave no doubt that the Serbian army has been defeated, if not utterly destroyed, in the heavy, fierce and sanguinary battle at Alexantz. Both Turks and Christians appear to have fought with the utmost determination and pertinacity for eleven or twelve hours. The British Ambassador has presented a demand for the conclusion of an armistice to be followed by negotiations for peace. There is little doubt that Serbia and Montenegro will be glad to accept the armistice. There remains only the question whether the Turks will consent. It seems hardly possible that either the Porte or the friends of the status quo among the Powers can permit the negotiations to fail to result in prompt suspension of hostilities. The Turks will surely listen to England's counsel if the negotiations are not defeated by Russia's demand in excess of the Porte's patience.

Later intelligence from Serbia is of the most conflicting character. The Turks claim to be in possession of Alexantz and the left bank of the Morava, while the Serbians report that the town is held by 15,000 of their troops. It is generally conceded, however, that another desperate struggle between the opposing armies is imminent at Krasovatz.

THE SHOE MANUFACTURE IN CINCINNATI was first begun in 1863, and in that year there were two factories operated, from which was produced 44,000 pairs of shoes. Up to the present time there has been almost a yearly growth of the trade, and during the year 1875, the number of establishments being 34, the production amounted to 1,225,640 pairs of shoes! The work is principally done on the well known McKay machine.

THE EXECUTIVE COMMITTEE OF THE MASSACHUSETTS TEMPERANCE ALLIANCE has adopted a resolution to the effect that the action of the Republican State Convention demonstrated that the Prohibitionists must depend upon themselves. Some good men in the meeting opposed the resolution, but it was discussed at some length and adopted.

YELLOW FEVER is prevailing in Savannah to an alarming extent, and people who are fleeing from the city.

THE COAL COLLAPSE.—The miners in the Lehigh region have accepted the proposed reduction of 15 per cent. in their wages, which practically solves the problem that the price of coal in the future will be established at about \$1.50 per ton below the price at which it has been kept by the late combination. The miners will more than make up the small reduction in their wages by being kept in constant, instead of occasional employment, and if the other coal roads attempt to "rig" the market they will only injure themselves to a greater extent.

The enormous profits that the coal railroads have made by keeping up prices is shown by the transportation accounts of the companies. In 1875 the Delaware and Lackawanna carried 3,404,242 tons of coal. The net earnings of the Company were \$7,162,184, equivalent to about \$2.10 per ton. For the first six months of this year the coal market was completely broken and the amount of coal transported was only 629,488 tons, leaving a profit therefor of not more than \$1,300,000. For the remaining six months there will be no profit on the coal sold, and there will be a deficit of more than \$5,000,000, if the dividends (10 per cent.) and interest continue to be paid as in 1875. Last year the Company by the combination prices made over \$7,000,000 out of the people. This year it will run behind \$5,000,000, and the people will receive the benefit. Steam having been the great motive power of navigation of railroads and of mill machinery, a reduction of some 30 per cent. in the cost of producing this power is a very important item of economy in transportation and in manufactures, to say nothing of the advantage to householders distributed among probably two and a half to three millions of families. Whatever temporary disaster the fall in coal may inflict on the producing and carrying companies, it will confer very large advantages on other interests, and which will be most directly felt in the Middle and New England States, to which the consumption of anthracite is for the most part confined.

Stove coal, the size most used by families, costs "on board" in Philadelphia, \$3.50 per long ton of 2,240 pounds. It costs \$1.30 to bring it here, and with incidental charges make the aggregate cost about \$5 per ton of 2,000 pounds, delivered to families; what the dealer gets above this, is profit.

At a meeting of the trade in Boston on the 1st inst., it was agreed to fix the price of coal for domestic use at \$5.50 for furnace and egg, and \$6 for stove coal, against \$6.75 and \$7.50 heretofore.

THE MASSACHUSETTS REPUBLICAN CONVENTION was held in Worcester on the 5th inst., Senator Boutwell presiding, and the present State ticket was nominated by acclamation, the only opposition to that course coming from about twenty-five Prohibitionists, led by Mr. Faxon of Quincy, who objected in the case of Governor Rice. There was some debate on the Woman Suffrage question and on a proposition to put into the platform a resolution inviting women to participate in the primary meetings with equal voice and vote, which was defeated. After transacting its business, the Convention was addressed by General Woodford and Congressman Townsend of New York.

THE MASSACHUSETTS DEMOCRATIC STATE CONVENTION at Worcester on the 6th inst., on motion of ex-Governor Gaston, nominated Hon. Charles Francis Adams, for Governor, by acclamation. William R. Plunkett of Pittsfield, was nominated for Lieutenant Governor; Edwin H. Lathrop of Springfield, for Secretary of State; Weston Howland of Fairhaven, for Treasurer; Richard Onley of Boston, for Attorney General. The course of Mr. Gaston in surrendering to Mr. Adams is said to be a sore disappointment to his supporters. Complete returns from Vermont gives Mr. Fairbanks, Republican, a majority of 23,747. The Republicans elect 205 Representatives, and the Democrats 31.

AN AUDACIOUS ATTEMPT was made to rob the bank at Northfield, Minn., on the 7th inst., by a gang of Missouri robbers, who rode into town, entered the bank and demanded the keys of the money vault. The cashier refused to comply and was shot dead. The citizens assembled outside the bank, and as the robbers, foiled in their attempt, left the building, two of their number were fatally shot and another wounded. The rest of the desperadoes fled, pursued by an organized band of fifty citizens, and overtaken by fourteen citizens on the night of the 8th inst., at Shieldsville, where shots were exchanged and one of the robbers' horses was killed, but as the robbers turned to make fight and the citizens were poorly armed, the robbers escaped to the woods and were again lost sight of. Four hundred men are in pursuit and a band of forty who were less than an hour behind would overtake the robbers before morning.

BOSS TWEED.—A Madrid dispatch via London 8th inst., says William M. Tweed and his cousin William Hunt, were arrested in the port of Vigo, aboard the Spanish merchantman Carman. Tweed was travelling under the name of Secor. Both prisoners were lodged in the fortress at Vigo, to await instructions from the American government.

THE PROPRIETORS OF THE BRATTLE SQUARE Church in Boston, on the 6th inst., voted with only two dissenting votes, to request their pastor, the Rev. Dr. S. K. Lothrop, to retain his position; expressing their grateful appreciation of his long and faithful services, and unwillingness on their part to consent to have the connection which has so long united them dissolved while his life is spared.

A terrific explosion of dynamite used for blasting occurred at Hell Gate on the 5th inst. Instantly killing three men and fatally injuring six others. After six years ceaseless working tunnelling by the Government for the deepening of the channel without accident of any kind this fearful accident has happened. The explosion occurred on one of the Government scows, while dynamite cartridges were being removed from the scow to a small building on shore. Henry Lewiston in attempting to adjust one of the tops to a cartridge let it fall, when it exploded, hurling him over 200 yards, mutilating him in such a manner that his arms, legs and head were found scattered on different parts of the shore.

John Hickson, who was helping Lewiston, was blown into the air, and his body was severed in two parts. John Doyle, another workman, was terribly mangled, one side of his head being completely blown away. An unknown man standing upon the scow was seen by parties standing at Hell Gate cottage, blown into the air and falling into the river. His body has not been recovered. The following men employed on the scow were, with the exception of two, fatally wounded; John Downes, Frank Pike, C. Smith, John Peterson, John Dobson, Philip Stockson, John Murray and James Kissel.

THE SALE OF THE MISSOURI PACIFIC Railroad, under foreclosure of the 3d mortgage bonds, came off at auction at St. Louis on the 6th inst., and attracted a good deal of attention. There was a large crowd present, embracing a number of heavy capitalists from the East. Commodore C. K. Garrison of New York started the bidding at \$2,000,000, and this was gradually raised to \$3,000,000, when the road was struck off to Andrew Pierce, Jr. The incumbents outside of the mortgages under which the road was sold and exclusive of the floating debt, which is small, is \$11,000,000. The active bidders were C. K. Garrison, D. R. Mangum and Andrew Pierce, Jr. On the 8th inst., the Atlantic and Pacific Railroad was sold to William F. Buckley, at \$450,000 for the road and \$50,000 for the land grant. It is understood that the road was bid for by Andrew Pierce, Jr., and that the two roads will be connected under the same organization.

AN ARTFUL DODGER.—A gray-haired, smooth-faced old man, dressed in the full rig of a sailor, made his appearance at East Cambridge last week, and booked his name at the hotel as John Hale of New Bedford. He represented himself as a sea-captain, and was particularly well pleased with the well laid out streets, fine shade trees and costly residences of the city. He was too feeble to walk much "but if Mr. Lewis, (the hotel keeper) would procure him a team he would take a look round and drive over to Waltham, where he had a little business to transact." The accommodating proprietor accordingly engaged a dark horse and buggy and the "sailor" took his leave, and has not since been heard from. It has been ascertained that he is a notorious horse-thief and has operated extensively in Maine, New Hampshire and Vermont, under the name of "Old Jack Hale." Charles Mason and Morrison, and has served out sentences in the State Prison aggregating thirty-five years.

THE SECRETARY OF THE TREASURY has called for the redemption of ten million 5-20 bonds of 1865, May and November, upon which interest will cease on the 6th of December, as follows:—Upon bonds \$500, No. 551 to No. 600, both inclusive. \$100, No. 551 to 2,500, both inclusive. \$500, No. 3,351 to 9,700, both inclusive. \$1,000, No. 14,551 to 26,000, both inclusive. Total, \$7,000,000. Registered bonds, \$100, No. 201 to 650, both inclusive. \$500, No. 801 to 1,050, both inclusive. \$1,000, No. 501 to 1,800, both inclusive. \$5,000, No. 1,101 to 1,350, both inclusive. \$10,000, No. 1,151 to 2,100, both inclusive. Total, \$3,000,000; aggregate, \$10,000,000.

RUFUS HATCH publishes in the New York Tribune of the 30th ult., a sharp attack on the Western railroad lines, claiming that American property is depreciating in consequence of unnecessary and excessive rivalry, and urging the establishment of a railroad congress, with power to fix freight and passenger rates, as a remedy.

MR. HARVEY ARNOLD of North Adams, heretofore extensively engaged in print works manufacture died on the 4th inst., aged 70 years. He was a free handed and generous member of the Methodist Society, and gave \$350,000 toward the erection of their church.

J. E. CRANE, Jr., of Bridgewater, accepts an appointment as Professor of English literature at the Protestant College of Syria at Beyrout.

MATTAPOLSETT has a population of a little over 1,400, and 89 of them are over 70 years old; between 70 and 75 years, 46; between 75 and 80 years, 25; between 80 and 85 years, 9; between 85 and 90 years, 6; between 90 and 95 years, 3.

THE HUMANE SOCIETY has awarded a silver medal to William B. Spooner, and the certificates of the Society to Charles Dunham and Orin C. Bartlett of Plymouth, for rescuing several persons from a boat capsized in Plymouth harbor on the 25th of June last.

THE CITY OF WORCESTER has been sued for \$200,000 damages by the persons whose property was injured by the breaking of the reservoir dam last Spring.

THROUGH THE ADJUSTMENT OF THE ALABAMA claims Mr. Alanson Bartlett of Croydon is about to receive \$1,600. Mr. Bartlett was an officer on board the whaleship William Thompson at the time she was captured by the English privateer Shenandoah.

EXPORT OF COTTONS.—One of the largest cargoes of cotton goods exported from Boston during the year, thus far, went to Valparaiso recently in one of the steamships on the new line established by Hemmenway & Browne. The invoice included 3,161 packages. The exports of domestic cottons from Boston since January 1st, amount to 16,398 packages, against 11,000 for the same time last year, which is equal to the quantity exported in 1875, when our shipping and manufactures were under no commercial nor financial clouds. The largest quantity of cotton goods shipped abroad from Boston was in the year 1853, when the number of packages reached 47,341 in thirty-four weeks, against 16,398 during that period in 1876.

ICEBERGS AT SEA.—The schooner Jacob M. Haskell, which arrived at Boston last week from England, reports August 19th, in lat. 47° 45', lon. 48° 05', passed between twenty and thirty large icebergs, several of them being of immense size, measuring in height from 100 to 200 feet. In many places, as the sun shone full upon them, they glistened like immense mirrors. Several had deep ridges and fissures in their sides, caused by the running water from the melted ice above. One berg very much resembled a huge cathedral with immense towers and spires. They were drifting in a Southwest direction, and their track from East to West was about 40 miles.

ADVANCE IN HEMP.—At a meeting of the Cordage Manufacturers' Association of the United States in New York, all the leading firms of New York and Boston were represented. These gentlemen re-echoed that the rope and cordage trade has considerably improved within the last month, and the business prospects for the coming year are very satisfactory. The manufacturers decided to advance their list of rates one-half cent per pound. This is said to be in consequence of a recent considerable advance in the price of Manila and Sisal hemp.

ON SUNDAY EVENING of last week, at Baxter Springs, Kansas, a young man named Elliott, was married to Miss Cregg. The bride's father was violently opposed to the match, and being rendered desperate on Tuesday, deliberately shot his son-in-law through the heart. Cregg fled but was hotly pursued by the Sheriff and a number of citizens, who overtook him. When commanded to surrender he fired on the Sheriff and party. The fire was returned, and Cregg fell shot through the head and heart, expiring in a short time.

THE TOTAL AMOUNT OF PRIZE MONEY already paid out on account of prizes taken during the late war amounts to nearly fourteen and a half millions, and nearly \$600,000 remains unpaid, which has never been claimed.

SOME IMPERTINENT "PEEPING TOM" has discovered that Boston has 30,000 shop-girls who carry ten-cent tin types of Waldo Emerson in their bosoms.

THERE APPEARS TO BE A CRISIS IN THE IRON trade in England, and one London firm has failed with liabilities of one million pounds sterling.

A CONCORD, N. H., young lady is in a terribly repentant mood over a freak at the Hedding camp-meeting the other day. She offered to marry then and there, and the offer was taken by a young man of a similar sportive character. The service was performed by a young man not unknown to New Hampshire politics, who, as it was afterward learned, was a Justice of Peace for the State. The young lady returns home to find that she is really married, and she is anything but happy.

JUDGE RICHARDSON and daughter and Rev. S. K. Lothrop and wife were passengers in the Abyssinia, which arrived in New York from Liverpool on the 8th inst.

JOHN B. GOUGH has four large volumes containing the signatures of over 140,000 persons who have taken the temperance pledge at his hands.

WESTON'S IRON FOUNDRY in Hingham was burned on the 7th inst. Loss \$25,000, which is partially covered by insurance.

THERE WAS RECENTLY A MATCH IN A NEW York swimming school between two mere infants, four years old, who exhibited an amount of pluck and dash in their evolutions which would have done no discredit to much older swimmers.

A NEW YORK hat manufacturer began business poor, accumulated a large fortune, bought an estate on the Hudson estimated at \$500,000, and employed twenty-two servants to take care of it, and has just gone into bankruptcy.

A CHINESE VESSEL was wrecked lately in Chinese waters, and official inquiry, after barbarian fashion, was instituted to establish the cause. After several weeks spent in deliberation, the Chinese officials gravely come to the decision that the loss of the ship was due to the presence on board of an ill-fated orang-outang.

A RECENT WEDDING AT Fort Wayne, Ind., was brought about in a strange way. The bridegroom was engaged to another lady, and a quarrel ensued which piqued the girl so that she married another fellow. The fellow then in turn married another lady who was engaged to a gentleman from Nebraska, who arrived about two hours after the latter ceremony had taken place. The gentleman returned to Nebraska with a broken heart and no bride.

THE RECENTLY EMPHASIZED maxim "live within your income," contains sound advice to those who in these hard times have any "income," but how for those who are out of employment and have no income?

IN TEN YEARS the screw has entirely replaced the paddle in transatlantic navigation, the weight of marine engines has diminished one-half, the steam pressure has quadrupled, and the consumption of coal has decreased two-thirds.

A very large number of operatives and their families recently left Fall River for England. No single steamer for Europe has ever carried so many from there. There were families in which there were four eight-loom weavers, others in which there were three eight-loom weavers. Some of the very best hands have gone from the vicinity, and others are going. The reduction of wages causes this movement.

THERE WAS A ROUSING REPUBLICAN rally in Faneuil Hall, Boston, on Friday night last. Speeches were made by Hon. Henry L. Pierce, Hon. George F. Hoar, Hon. John D. Long, and Collector Simmons.

THE STEAMER Arbitrator from New Orleans for Liverpool, struck an iceberg on the 23d of August and foundered in twenty minutes. The total loss is estimated at \$350,000.

A SEIZURE OF 18 yards of rich black silk found concealed on the person of a male emigrant by the steamship Abyssinia was made in New York on the 8th inst. It was wrapped around the body under his undershirt.

"TANNERS NEVER DIE AND ALWAYS GROW RICH," is the sententious ending of an editorial in an New Orleans exchange, setting forth the peculiar facilities of that place as a location for tan-yards.

THE STATUE OF Lafayette, presented to New York city by the French Government, was formally unveiled on the 6th inst., in Union Square.

THE MANUFACTURERS' BOARD OF Trade in Fall River have decided that if the market remains on the 1st of October substantially as now, they would restore half the last cut-down of wages.

A FARMER wrote to a New York merchant asking how the farmer's son was getting along, and where he slept nights. The merchant replied, "He sleeps in the store in the day-time. I don't know where he sleeps nights."

CREW LIST OF VESSELS SAILED.

Bark Cicero, Capt. Thomas Foster, sailed from this port September 5th, 1876, for the Atlantic Ocean. The following persons compose her crew:

A. L. Stickney, of Bennington, Vt., first mate; Aaron Bibbham, of Kittery, Me., second mate; Joseph Silva, New Bedford, third mate; Francis Gellart, Tisbury, fourth mate; Prince A. Phinney, Sandwich, Alexander B. Nevers, Gay Head, Albert Hendricks, Utica, and Joseph Gomez, New Bedford, boatsteerers; W. H. Dixon, Charlestown, cooper and shipkeeper; Jose Gomez, New Bedford, cook and boatsteerer; Charles H. Riley, do. Antonio Doer, do. Frank Perry, do. Edward B. Taylor, do. Frank Frates, do. Christian Gomez, do. Antonio Godene, do. George Smith, do. Thomas Daley, Newport, John Allie, Albany, John A. Slack, Tisbury, Clarence T. West, do. Charles Foster, do. Charles Howard, Philadelphia, Manuel DeKip, Vineyard Haven, George Allen, Albany, Samuel J. Anthony, Gay Head, Thomas E. Manning, do. and John J. Hamnel, New York, seamen.

Ship Eliza Adams, Capt. John W. Cornell, sailed from this port September 6th, 1876, for the Atlantic Ocean. The following persons compose her crew:

Ferdinand Lee, of Southampton, first mate; Joshua S. Waldron, of West Tisbury, second mate; Oakes Tobey, of Barnstable, third mate; Walter S. Ripley, of Edgartown, fourth mate; Alexander D. Dent, New Bedford, Patrick Reiley, do. and John Ross, New York, boatsteerers; Charles F. Cook, New Bedford, cooper; John Rose, do. steward; Matthew Gilbert, do. cook; W. A. Burdick, do. Charles F. Meyers, do. John Keenan, do. Charles Sullivan, do. Francisco Espinosa, do. Emilio Espinola, do. Frank C. Thomas, do. Vilson Murray, do. William J. Titton, do. Jose Ramos, do. Frank Bolz, do. Manuel Pereira, do. George H. Davis, Westport, Hiram A. Reed, do. Nelson Gilbert, Brookfield, Andrew Gabriell, Swanton, Charles M. Horsch, New York, Edward Coffee, Southampton, and Amherst T. Sherman, Mashpee, seamen.

Bark Cape Horn Pigeon, Capt. George O. Baker, sailed from this port September 6th, 1876, for the Pacific Ocean. The following persons compose her crew:

Elhu G. Gifford, of Dartmouth, first mate; Joseph Peters, Gay Head, second mate; Joseph Silva, New Bedford, third mate; Charles A. Legie, Pocasset, Valantine B. Wansley, Gay Head, D'os Gonzales, New Bedford, and Isaac E. Snell, Dartmouth, boatsteerers; Joseph Bond, New Bedford, cooper and shipkeeper; John C. Frampton, Westport, steward; Charles Stevens, New Bedford, cook; Harry L. Tobey, do. August Schmidt, do. Jose Lopez, do. Jocking Silva, do. Peter McFarland, do. Frank DeBosa, do. Fernando N. Wright, do. Jose Antonio Frates, do. Jose Antonio Gomes, do. Henry James, Gay Head, John A. Ellis, Dartmouth, and Samuel E. Peters, North Tisbury, seamen.

Brig Varnum H. Hill Capt. Dennis D. Baxter, sailed from this port September 7th, 1876, for the Atlantic Ocean. The following persons compose her crew:

James J. Austin, of Central Village, first mate; Manuel F. Vera, of New Bedford, second mate; William Brown, do. third mate and boatsteerer; Manuel Francis, do. and Frank B. Tripp, Westport, boatsteerers; Manuel Felipe, New Bedford, cooper; Frank Joseph, do. steward; Manuel Enos, do. cook; Manuel Vera, do. Simon Santos, do. Joseph Daniel, do. Louis Pereira, do. Antonio Manuel, do. James Lyons, do. John Silva, do. Antonio Joaquim De Carvalho, do. Antonio Henry, do. Manuel Enos, do. Antonio Pereira, do. John H. Smith, do. Manuel Antonio, do. seamen.

MARRIED.

In this city, 3d inst., Mr. Thomas J. Smith to Miss Mary McMartin; 4th, Mr. Obed C. Nye to Miss Lucy C. Allen; 6th, Mr. O'Donnell to Miss Mary Sullivan; Mr. George F. Handy to Miss Mattie F. Backus, all of this city.

In this city, March 14th, Mr. Joseph Hamby, of Tiverton, to Mrs. Mary A. Pinkham, of this city, formerly of Nantucket. In Boston, 7th inst., Mr. T. E. M. White to Gabriel F. Edry, both of this city. In Honolulu, S. I., Mr. Walter Hill, Principal of the Reformatory School, to Mary Ann, eldest daughter of William H. Huddy, formerly of this city.

DIED.

In this city, 4th inst., John Shepherd, 58 years, 5 months and 4 days; 5th, William H. Cole, 47 years and 7 months; 6th, Dean Thomas P. Potter, 77; 7th, Ann F., wife of John

Barrett, 69 years and 4 months; William Scott, 86; 8th, Mary Lizzie, daughter of Seth F. and Nancy Hatch, 72 years and 5 months; 9th, 10 days; 9th, Keshah B., widow of the late Watson Ellis, 92.

In Fairhaven, 2d inst., Thomas Randall, 55; 6th, Charles D., son Ezra and Isabella Wrightington, 32 years and 5 months; 6th, Elizabeth Hancy, 70 years and 5 months; 6th, Bertie F., daughter of William F. and Lucy J. Stowell, 5 months and 10 days.

In Mattapoisett, 2d inst., Oliver C., widow of the late Dr. William C. Whitridge, of this city, 84.

In Nantucket, 3d inst., Henry Coleworth; 7th, George L., son of the late John B. Marvin, 14 years and 9 months.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their powerful power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Small-pox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroy all poisons in the blood. His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cure all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice.

Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

apl25-76 6m

Try It--and you will Always Use Wood's Improved.

Wood's Improved Hair Restorative is unlike any other, and has no equal. The Improved has new vegetable tonic properties; restores grey hair to a glossy, natural color; restores faded, dry, harsh and falling hair; restores, dresses, gives vigor to the hair; restores hair to prematurely bald heads; removes dandruff, humors, scaly eruptions; removes irritation, itching and sealy dryness. No article produces such wonderful effect. Try it, call for Wood's Improved Hair Restorative, and don't be put off with any other article. Sold by all druggists in this place and dealers everywhere. Trade supplied at manufacturers' prices by C. A. Cook & Co., Chicago, Sole Agents for the United States and Canada, and by Weeks & Potter, Boston.

aug29-77 3m

BOSTON, CLINTON, FITCHBURG & NEW BEDFORD RAILROAD.

On and after MONDAY, September 12th, 1876, trains now leaving New Bedford at 5.30 A. M., 12.10 and 2.20 P. M., and on Sunday at 8.45 P. M.; Boston for New Bedford at 2.00 and 5.30 P. M.; Providence for New Bedford at 1.55 and 5.30 P. M.; Providence for Taunton at 1.55 and 5.30 P. M.; Taunton for New Bedford at 3.25 and 5.53 P. M. WILL BE DISCONTINUED. The trains that now leave New Bedford at 8.15 A. M. will leave at 10.35 A. M. aug3-76 WARREN LADD, Ass't Supt.

WANTED. We will give energetic men and women

Business that will Pay

from \$4

Whalemen's Shipping List, AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING SEPTEMBER 19, 1876.

NO 31.

The Whalemen's Shipping List, AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY E. B. P. RAYMOND,
8 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance, when paid strictly in advance. Single copies 5 cents.
No paper will be discontinued until all arrears are paid, except at the option of the publisher.
Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.
The Shipping List has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.
A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.
JOHN GODDARD & CO., 79 Gracechurch Street, London, England, E. C.
FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.
A. W. PERCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

	Bls.	sp.	wh.	bone.
JANUARY.				
By Railroad, N. B.	40,885			
1 Jos Nickerson, N. Y.	101			
11 Nile, N. L.	385			
do on freight, " "	372			
25 Colon, N. Y.	136			
25 Genl, " "	81			
	182			62,885

FEBRUARY.				
2 Humber, Boston, " "	70			
14 Azor, " "	1,185			
21 City of Dallas, N. Y.	151			
27 Young America, " "	2,145			
27 Colon, " "	69			

MARCH.				
30 Bart. Gosnold, N. B.	817			333
31 A. Blake, Marion, " "	82			20
	2,305			3,367

APRIL.				
1 Syren, N. B.	93			5,483
1 L. P. Simmons, N. L.	443			
2 Flying Fish, " "	200			
7 Europa, N. B.	1,600			15,000
15 Helen Mar, N. B.	90			1,600
do on freight, " "	191			301
15 Pegasus, " "	1,550			5,410
16 "Mermaid, " "	43			
25 Colon, N. Y.	43			
25 Alfred Keen, Bst'n,	375			875
29 Desdemona, N. B.	100			
do on freight, " "	375			
— G. City, Ferdinandina, " "	40			

MAY.				
1 Arnolda, N. B.	620			125
do on freight, " "	410			
2 Marcella, N. B.	1,933			
3 Sarah, " "	220			
10 "Fleetwing, " "	210			510
13 Roman, N. L.	40			1,425
do on freight, " "	68			588
25 Carondelet, N. Y.	375			230
25 Stafford, N. B.	375			230

JUNE.				
5 Gov. Morton, N. Y.	250			985
6 R. W. Wood, N. B.	1,613			545
8 Triton, " "	34			1,300
8 Atlantic, " "	400			
14 President, N. B.	1,500			
15 Andes, N. Y.	503			172
15 Andes, N. Y.	960			
20 Crescent City, N. Y.	800			
26 Alps, " "	150			

JULY.				
1 Elvie Allen, N. B.	2,273			72
3 Mattapoisett, " "	200			200
3 Wm & Anthony, N. B.	1,151			22
3 Colon, N. Y.	503			172
3 Azor, Boston, " "	655			
16 Acapulco, N. Y.	280			
20 Eliza Adams, N. B.	1,130			90
do on freight, " "	790			1,240
26 Mary Frazier, N. B.	160			350
do on freight, " "	809			134
27 Canina, N. Y.	274			
29 E. H. Hatfield, Frv'tn	390			584
29 Acapulco, " "	110			220

AUGUST.				
2 Agate, N. B.	200			100
12 Antizade, N. B.	60			
14 Colon, N. Y.	60			
15 E. H. Adams, N. B.	165			10
16 A. Small, " "	350			
17 California, " "	1,650			
do on freight, " "	504			
20 W. A. Grozier, Frv'tn	300			30
24 Catalpa, N. B.	40			
24 J. H. Knight, Frv'tn	160			350
26 Mary Frazier, N. B.	160			350
do on freight, " "	809			134
27 Canina, N. Y.	274			
29 E. H. Hatfield, Frv'tn	390			584
29 Acapulco, " "	110			220

SEPTEMBER.				
4 G. M. Parker, N. B.	165			200

LIST OF WHALERS IN PORT.

NEW BEDFORD.

Ship California, Brightman, Pacific.
" Daniel Webster.
Bark Andrew Hicks.
" Catalpa.
" E. B. Phillips, Francis, Atlantic.
" E. Corning.
" Merline.
" Progress.
Brig E. H. Adams, West, Atlantic, October.
Schr. Petrel.
" Union.

FAIRHAVEN.

Schr. Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

	sp.	wh.	bone.
NEW BEDFORD.			
Commodore Morris, " "	870		
do on freight, " "	25		
Coral, " "	180		350
do on freight, " "	320		475
Golden City, Frv'tn	210		
Hadley, " "	230		
Janet, " "	200		
Mercury, " "	600		500
Milton, " "	1,740		200
Osprey, " "	240		
Pacific, " "	400		
Saine, " "	300		25
Wave, " "	190		

ISAAC H. MARKS,

VALPARAISO, CHILI.
GENERAL AGENT FOR THE TRANSACTION OF ALL BUSINESS CONNECTED WITH WHALEMEN ON THE COAST OF CHILI.

All business entrusted to my care will receive prompt and careful attention.
References—Charles F. Howland, Oriskany, New Bedford, 1y dec874

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.
ESTABLISHED 1851.

In 1876 the New York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held the place of the first favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, the Times has always borne a very high reputation throughout the United States. It is free from all obnoxious advertisements and reports, and under no circumstances whatever are "personal" announcements, or questions of precedence, allowed to appear in its columns. The disgraceful lures of quacks and medical pretenses, which pollute so many newspapers of the day, are not admitted into the columns of the Times on any terms.

The Times has always resisted the communistic theories advocated by mischievous journals and has opposed those attacks on the family as the basis of society which are so much misery and crime. As a political journal, the Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of any leaders. Its attitude is that of independence within the Republican Party.

The Times has always been in the front of the party which the Republican party is based, but it is not the mouthpiece of a clique. It was not originally established as an "organ," nor has it ever asked for or received any "favors" whatever from the party with which it has been identified. It has supported the Republican Party in the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles.

Neither myself nor the chief mate liked the arrangement; for in those days every sailor had the dread of pirates pretty deeply impressed upon his mind. And, indeed, we had only a few months previous been chased by the murderous scoundrels off the Isle of Pines.

Weset sail, and I must confess that I passed the first night in some uneasiness. The passengers spoke but little English, and their conversation was, therefore, mostly between themselves.

During such colloquies, it seemed to me that I could detect in them the manner of guilty men—a constant look of distrust and watchfulness; but as the second day wore on, and I became accustomed to the appearance of their well-dressed figures at my side, my anxiety abated.

Toward the evening of this day, however, my attention was drawn to a slight altercation between the cook and the Spaniard, Bacalardo, the man whom I had remarked as the most villainous-looking of the four. Drawing near them, I asked what had happened.

"Why, sar," replied the negro cook, "while I was out on de galley, dis Spanish gemman sprinkle something on de meat. I scrape it off de best way I could. I doesn't want no interference in de 'fairs ob my galley."

The faithful old negro looked angry; nor was this all—his glance and tone told me that a grim and dreadful suspicion had entered his mind. The Spaniard, however, remarked that he had merely intended to season the meat with a kind of pepper highly esteemed in Cuba; but, upon my expressing a curiosity to see it, he regretted that he had none remaining.

I was about to order the cook not to produce the meat at supper, when the captain, approaching us, made light of the affair, laughing at the old negro's jealousy of encroachment upon his peculiar province; and as the mysterious substance seemed to have been wholly removed by the cook's knife, I hoped that no harm might result.

The captain ate freely of the meat; the mate was evidently affected at what had transpired, yet his appetite prevailed. I avoided it entirely; and as to the Spaniards, the circumstance of their leaving it untasted seemed not remarkable, as we had learned on the day previous that they were not in the habit of eating animal food at supper.

Death of the First-Born.

Young mother, he is gone!
His dimpled cheek no more will touch thy breast;
No more the music tone
Float from his lips, to thine all fondly pressed;
His smile and happy laugh are lost to thee;
Earth must his mother and his pillow be.

His was the morning hour,
And he hath passed in beauty from the day,
A bud, not yet a flower,
Torn, in its sweetness, from the parent spray;
The death-wind swept him to his soft repose,
As frost, in spring-time, blights the early rose.

Never on earth again
Will his rich accents charm the listening ear,
Like some Eolian strain,
Breathing at eventide serene and clear;
His voice is choked in dust, and on his eyes
The unbroken seal of peace and silence lies.

And from thy yearning heart,
Whence inmost core was warm with love for him,
A gladness must depart,
And those kind eyes with many tears be dim;
While lonely memories, an unceasing train,
Will turn the rapture of the past to pain.

Yet, mourner, while the day
Rolls like the darkness of a funeral by,
And hope forbids one ray
To stream athwart the grief-discolored sky;
There breaks upon thy sorrow's evening gloom
A trembling lustre from beyond the tomb.

'Tis from the better land!
There, bathed in radiance that around them springs,
Thy loved one's wings expand;
As with the cherubim he sings,
And all the glory of that God can see,
Who said, on earth, to children, "Come to me."

Mother, thy child is blessed;
And though his presence may be lost to thee,
And vacant leave thy breast,
And missed, a sweet load, from thy parent knee;
Though tones familiar from thine ear have passed,
Thou'lt meet thy first-born with his Lord at last.

Willis Gaylord Clark.

The Four Spaniards.

In 1828, I was second mate of the brig Isabel. We had been freighting for six or eight months among the West India Islands, and picked up a good deal of money. At last the hot weather came on, freights grew dull, and we made ready to sail for home. In the meantime there came on board four Spaniards, who wished to engage a passage to the North, and being able to accommodate just that number, we accepted them. They were all sinister-looking fellows, and one in particular was so much so, that I wondered why Captain Hillman entertained so little distrust of him.

Neither myself nor the chief mate liked the arrangement; for in those days every sailor had the dread of pirates pretty deeply impressed upon his mind. And, indeed, we had only a few months previous been chased by the murderous scoundrels off the Isle of Pines.

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The captain ate freely of the meat; the mate was evidently affected at what had transpired, yet his appetite prevailed. I avoided it entirely; and as to the Spaniards, the circumstance of their leaving it untasted seemed not remarkable, as we had learned on the day previous that they were not in the habit of eating animal food at supper.

Shortly afterwards, the captain, mate, and three of the crew became dreadfully sick. I felt a terrible presentiment of the worst, yet what was I to do? The captain was helpless in his berth; the mate lay in agony upon the transom; the only foremast hand able to come on deck was at the wheel; the cook was paralyzed with fear; and my ideas of what could or ought to be done, were confused by the suddenness and appalling difficulty of my position.

Should I arm and attack the villains? Whom should I arm, and how commence? Were the helmsman to stir from his station, a knife would be at his heart; and were the cook to leave his galley, he would not walk to the end of it.

I went to the cabin, where the captain and mate were vomiting in great distress; and while overhauling the medicine, more from that sense of restlessness which we all feel in the presence of sickness, than from any hope of affording relief, the companion doors were shut upon me, and the slide shoved to its place. At the same moment there was a slight struggle on deck, a groan and a fall; and next came a heavy splash in the water under the stern. I had felt that I could as easily defend myself in the cabin as elsewhere, for upon deck I had been entirely at the mercy of the pirates, momentarily expecting them to strike; but reason for their not doing so soon became evident.

Bacalardo came to the slide and ordered me to come on deck. I refused, and expressed a determination to defend myself.

"We no kill you," he said; "we want you for navigate."

"What have you done with the cook?" I then asked.

"We stab him; he is overboard; so is other man. All men in the fore-castle dead; we stab them all."

Then I knew that the three villains had killed the three men whom the poison had rendered helpless, and that only myself and the two fearfully sick officers remained. The latter were already at the point of death.

I told Bacalardo that I would come on deck when the captain and mate should have passed all suffering. It seemed dreadful that the impatient wretches should murder them with knives; and hence I could not bear to leave them. My refusal to do so, however, availed nothing, for crowding into the cabin, the pirates at once dispatched their victims, and passed the bodies out of the windows.

The pirates divided the money—about ten thousand dollars; and they then informed me that I must navigate the vessel to South America. They were all sailors, and the brig being easily handled the task would not be very difficult. But to think of heading for distant seas, with that sickening horror upon my heart! There were blood-stains upon the deck, in the cabin, and in the fore-castle; and how could I remain in such a vessel? But no one knows what he can do until suffering has taught him.

We were now becalmed, and with the full strength of the Gulf Stream were drifting northerly at the rate of four miles an hour. The ignorant pirates, whose operations had never brought them much to the northward of Cuba, had no idea that the current was thus bearing us along, while it was upon this fact that I built almost my only hope.

In high spirits, at the success of their enterprise, they laughed over their gold, and were continually boasting of the murders they had at one or another time committed. Bacalardo remarked that he had probably sent more persons into eternity than any other man living; and I had little doubt of my being added to the list, whenever my services should no longer be required.

Three days were passed in this manner; and in the meantime I had assured the Spaniards that it would be madness to proceed on the South American voyage without a further supply of water. I had, at a favorable opportunity, let out the contents of two casks in the hold. At the end of this time, the wind sprang up, and it was decided to enter an inlet which I described as upon a wild portion of the southern coast, with which they were entirely unacquainted, and there obtain the needed supply.

Though it was the month of August, the weather now, fortunately for my purpose, became tempestuous, with squalls and heavy gales from the south and west. We were obliged to shorten sail, and sometimes to lie to; and all the while I managed to keep the brig in the Gulf Stream, so that even while lying with her head to the westward, she had

a strong northerly drift. The pirates kept me almost all the time at the helm—I dared not let them suspect that this was the very thing I could have wished—and two or three times I wedged the compass so that it could not play. I was afraid they would discover that we were making too much northing, and though their ignorance of the lay of the coast was a most hopeful circumstance in this connection, I dared not wholly trust to it.

At last I ran out of the Gulf Stream, and, just after I had taken an observation of the sun, which till then had not shown itself for several days, leaving me to be guided by the gulf weed, and the water's temperature—the wind came out north-east, piping in right good earnest. My heart beat quickly, for the quadrant had shown me that my hour had come. I was in latitude thirty-six, ten; longitude seventy-four, eight.

Our water casks were almost empty, and the pirates, who had all this time supposed me to be beating and banging about to gain the southern inlet, were very glad when I told them we should reach the coast in a few hours. And I—you cannot imagine my sensations. Oh, if the wind should die out—if it should head us off—if morning should dawn, and my plan be only half accomplished! Often had the villains drawn their knives across my throat, in signification of what would come should I play them false; and now it was success or death.

Headed west-north-west, the little brig bounded along, and you may well believe that I watched every variation of the breeze, and the drawing of every sail, as I have never watched before, over and over I revolved my previous reckoning—Yes, yesterday I struck out for the Gulf Stream; last night I headed thus and thus; to-day I was sure of my figures. It must be so—I have made no mistake. Yet, how, if I cannot manage at last? A single error, a shadow of suspicion, and a knife will end all." Thus I mentally conversed with myself.

Here and there were vessels sailing upon various courses, but I dared not approach, dared hardly look at them.

As evening approached, I saw the land. It would be dark ere we should reach it; and thus far all went hopefully. Yet never had the blood-stains upon the brig's deck looked more hideous than now. Hope had in a measure broken the nightmare of horror, and more fully than before I realized the awfulness of the tragedy which had been perpetrated.

Strongly the north-easter piped—it would not fail me now—and the clouds were thick, and the night would be very dark. Then upon the lee bow gleamed a light, and presently away off the weather bow shone faintly another. Oh, the anxiety of that moment! I was right. There they were, the two beautiful lights—yes, beautiful indeed to me. But the hour of greatest peril was at hand; and, like a dramatic author who fears for his last act, I studied again and again the various contingencies that might cross my plans, and reveal my intentions to the murderous Spaniards.

We passed between the lights, at a considerable distance from both, and many were the inquiries of the pirates as to our position. I told them that we had a few miles further to run, when we should have reached the anchorage at the watering-place. Darkness prevented them from seeing the land, and they had not the most distant idea of their surroundings. The lights they imagined to be upon two islands—at least, they took my word for it, and had no suspicion of our real whereabouts.

On and on flew the Isabel; and if ever, at one time more than another, I have tried to exert my nautical judgment and forethought, it was then. We saw other lights; but the pirates supposed them to be upon the ocean coast, along which they believed themselves sailing. At length, I requested them to take in the light sails and the courses. This completed, I called out—and it was with a dreadful thrill at my heart, I assure you—"Let go the top-sail halyards, and clew up!"

It was done; and I could see that a dark bank was rising under the lee bow.

"Stand by to let go anchor," I shouted, "while I bring her up in the wind!"

I clapped the helm hard down, while the four pirates ran to obey my last direction. Oh, heaven! how my blood seemed to suffocate me! They were all away forward. It must be now, if ever. A hundred times that day I had glanced at the yawl, and the tackles that held it; and now, quickly, but with a steady

hand, I sprang to the davits-falls. First the larboard, then the starboard, I seized; but was careful to lower away with both simultaneously, that the boat might not be swamped: Then, clapping my hands on the taffrail, I dropped into her, unhooked the tackles, and with my hands against the brig, pushed with a force that sent the yawl shooting from under the counter. At this moment, I heard the anchor go overboard. I had just time to grasp an oar, and commence sculling with all my might when the pirates ran aft. Bacalardo's tones rang fierce and loud. His horrid Spanish oaths might at another time have curdled my blood; but now I had him upon the hip.

"Ahoy the fort!" I shouted; "ahoy there the fort!" For well I knew, the dark bank so close at hand.

The voice that answered was the most blessed sound I ever heard. It was from one of the United States' sentinels, and I was gliding under the walls at old Point Comfort! Escape for the pirates was impossible, for the strong easterly wind must preclude all hope of getting to sea, while the fort could have disabled the brig in an instant. A boat, with armed soldiers, now boarded her. Three of the pirates were taken into custody, but Bacalardo was found dead in the cabin. Dismay, disappointment, and the certainty of his doom, had impelled him to draw his Spanish knife across his throat. The others, when brought to trial, had the effrontery to profess themselves innocent. Bacalardo had duped them—Bacalardo had done all—they had injured no one; but the United States Court thought differently, and they were hung at Norfolk.

DEVELOPMENT OF THE VIOLIN.

Three hundred years have not passed since the violin began to rise from its original obscurity. When it was invented we do not know. Like most good things, Topsy included, it was not born; it "grewed." It was gradually developed from some yet undiscovered germ, like, if we are to believe the Darwinites, the human creature whom it delights by expressing his emotions and his sense of audible beauty with such unrivaled facility and power. It began when the first vibrating string was stretched across a resonant surface, which answered the double purpose of sounding board and support; rude examples of which are found even among the most barbarous peoples. This is the beginning of all stringed instruments; and from this the progress is divergent in two lines; one of which passes through the lyre, the harp, and the lute, and ends in the piano-forte, the other passing through crwth, or crowd, and the violas in their various forms, and ending in the violin and the violoncello.

The distinctive characteristics of the violin family is that upon them the musical tone is produced by drawing a bow across the strings, and the various musical notes by the pressure of the player's fingers upon the strings at various intervals. It is this direct communication of the performer with the strings, both in the production of the musical vibration and in the stopping, as it is called, of the notes, which gives the instruments of the violin family their peculiar expressive power, and their unapproachable superiority. It is the human touch upon the cord which makes its tone so touching, which gives that tone its human quality, in which it is not only without an equal, but without a rival. It is a kind of direct communication with the soul of man, which gives the violin, alone among all musical instruments, 'a soul.' There is no emotion which the violin cannot express, from that of the mere consciousness of serene happiness, and a sense of beauty, to that of the profoundest and most agitating woe that can disturb the human heart. It laughs and chatters, it weeps and wails and shrieks and sobs, with the utterance of a ruined happiness. When Beethoven, at the end of the funeral march in the Heroic Symphony, makes the great instrument the orchestra upon which he played with such divine mastery, sob forth the theme in broken phrases, it is upon the violins that he depends for the utterance of that grand emotion. Modern music would be impossible without the violin.—The Galaxy.

An absent minded editor courted a girl and applied to her father; the old man said: "Well, you want my daughter; what sort of a settlement will you make? What will you give her?" "Give her," replied the other, looking up vacantly, "Oh, I'll give her a puff." "Take her," replied the father.

SANDERS' STAR CLOTHING HOUSE

108 & 112 UNION STREET,



IS THE PLACE FOR SEAMEN TO TRADE
Men's Youth's and Boys' Clothing
IN GREAT VARIETY.

Remember the Place, 108 & 112 Union Street, New Bedford, Mass.

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

**CUSTOM AND READY MADE
CLOTHING BUSINESS.**

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING,
WILLIAM R. WING, HIRSH W. WENTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to the sea in ships," and will endeavor to give satisfaction in all business transaction, and shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—
FURNISHING GOODS.

And a full line of CLOTHS, CASSIMERES, &c., for Custom Trade.
The business heretofore will be conducted under the style of DOANE & CO.
P.S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.
SIMEON DOANE. J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
CLOTHING
Custom and Ready Made



OUTFITTING GOODS,
OF THE BEST QUALITY,
Constantly kept on hand and
LOW PRICES.

"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,
A cordial invitation is extended to my SEA-FARING FRIENDS to call and examine before purchasing elsewhere.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,
CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you; call and examine, all of which will be sold at low prices.
EDWARD T. TABER, JOSEPH E. REED, DARIUS P. GARDNER

WHALEMEN ATTENTION!

Bomb Guns and Lances.

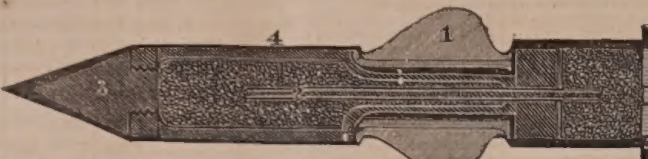


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GUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,

— ALSO —

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and examined them, to be SUPERIOR to all other kinds, and are recommended in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,

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DEALERS in all kinds of English, French, German and American Dry Goods and Gentle
and ready made clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect
garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.
LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,



No. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING GENTS' FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city customers buy the goods

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.,

SUCCESSORS TO

NOBLE TOWNER.

The undersigned beg to give notice to own-
ers of agents and masters of whaling vessels, that
they have succeeded in getting the tonnage duty
removed from whaling vessels visiting this port
for the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31 gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was formerly
imposed.

The expenses attendant on shipment of oil at
this port are as follows:

A Package duty of twenty-four cents per barrel
Harbor dues, \$3; Secretary's fee, \$3; and a
Harbor Police fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$3.50; not exceeding 300 tons, \$5; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty Cents per barrel, (de-
liverable at New York or Boston) free of all other
charges except insurance, which will be effected
on the most favorable terms when required.

Masters of whaling vessels when coming into
the harbor are particularly cautioned against ac-
cepting the services of any person offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstructions whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Carline Bay,
from Notherly to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on the
latter of which a large wooden Lazaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the seaward of the shipping in the lower part of
the Bay, they will find good bottom at from 5 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
22d of every month, and arrives here on the 5th
of the following month. All letters forwarded to
our care will be safely received, and delivered
as addressed. Masters of vessels calling off the
Harbor and not wishing to anchor may obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer
— and will only incur the expense of that officers
fee—\$1.

New Bedford papers always on file for inspec-
tion.
W. P. LEACOCK & CO.
nov 22/76

ISAAC McKIM COOKE,

SHIP CHANDLER,

Grocer & Provision Merchant,

NAVAL CONTRACTOR & C.

WHALEMEN'S STORES of all kinds

arrived at LOWEST PRICES.

MAIN STREET, PANAMA,

U. S. COLUMBIA.

Letters for whalers, forwarded to me, will
be delivered as addressed.

sept 10/76

H. B. McKAY,

SHIPPING & COMMISSION MERCHANT

IMPORTER OF AMERICAN PRODUCE,

SANTA CRUZ, TENERIFFE,

CANARY ISLANDS.

SOLICITS consignments of vessels, also
of cargoes for transshipment to the United
States.

N.B. The attention of Merchants and
Captains engaged in the whaling business
is called to this port as being favorable for
refitting their ships and forwarding Oil to
the United States, it being a good harbor,
a free port, and freightage procurable at low
rates. A vessel will be dispatched for New
York in December or January of each year.
REFERENCE—Messrs. Yates & Porterfield,
115 Wall Street, New York, to whom apply
for further information.
jan 19/75

PANAMA—U. S. C.,

GEORGE F. WILSON. JOHN BRAKEMEIER

WILSON & BRAKEMEIER,

PURVEYORS TO THE AMERICAN AN-

ENGLISH NAVY, SHIPPING AND

COMMISSION MERCHANTS.

ALL BUSINESS connected with
WHALERS carefully attended to.

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Messrs. J. H. Bartlett & Sons,
Loom Snow, Jr.,
William Lewis,
oct 8/76

Boston, Clinton, Fitchburg &
New Bedford R. R.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 14th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railroad
at 7.30, and 10.25 A. M., and 3.40 P. M.
Return, 7.30 and 11.10 A. M., and 4.35 P. M.

Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.

Providence, at 7.30, and 10.25 A. M., and 3.40
P. M. Return, 8.00 and 10.50 A. M., and
4.40 P. M.

Taunton, at 7.30, 8.00, and 10.45 A. M., and
3.40 P. M. Return, 9 A. M., and 12.10, and
5.45 P. M.

Martha's Vineyard, at 7.30 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.15 P. M.

Myricks, at 7.30, 8.00, and 10.25 A. M., and 3.40
P. M. Return, 9.20 A. M., and 12.25, 4.40
and 6 P. M.

Howland's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.25 A. M., and 6.10 P. M.

East Freetown, at 7.30 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.15 P. M.

Braley's, at 8.00 A. M., and 3.40 P. M. Return,
9.35 A. M., and 6.20 P. M.

Acushnet, at 7.30 and 10.25 A. M., and 3.40 P. M.
Return, 9.45 A. M., and 6.25 P. M.

Worcester via Mansfield and South Fram-
ingham at 10.25 A. M., and 3.40 P. M.

Lowell, at 10.5 A. M., and 3.40 P. M.

Fitchburg, at 10.25 A. M., and 3.40 P. M.

Fall River, at 7.30, and 10.25 A. M., and 4.30 P. M.
Return, 8.00 and 11.20 A. M., 3.15 and 4
17 P. M.

Newport, at 7.30, and 10.25 A. M., and 3.40 P. M.
Return at 7.20 and 10.40 A. M., and 3.30
and 4.45 P. M.

New York via Shore Line, at 7.30, and 10.25
A. M. Return, 8.00 A. M., and 10.00 P. M.

New York via Stonington, at 3.40 P. M.

LEAVE TAUNTON, FOR

Boston, at 8.06, 9.10 and 11.10 A. M., and 4.30
P. M. Return, at 7.30 and 11.10 A. M., 2.4,
3.5, and 5.30 P. M.

Providence, at 8.10, and 11.15 A. M., and 1.40,
4.35 and 6 P. M. Return, 8.00, 9.15, and 10.
50 A. M., and 4.40 and 6.20 P. M.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.45 A. M., and 3.30 P. M.

Mattapoisett, at 7.45 A. M., 2.30 and 4.40 P. M.

Marion, at 7.45 A. M., 2.30 and 4.40 P. M.

Tremont, at 7.45 A. M., and 2.30 and 4.40 P. M.

Cape Cod, at 7.45 A. M., and 4.40 P. M.

Nantucket, at 7.45 A. M.

Plymouth, at 2.30 P. M.

LEAVE BOSTON, via Old Colony Railroad,
at 8 A. M., and 4 P. M.

LEAVE SANDWICH at 7.50 A. M., 2.57 P. M.

LEAVE HYANNIS, at 7.05 A. M., and 2.07
P. M.

LEAVE TREMONT, at 10.00 A. M., 3.55 and 5
40 P. M.

LEAVE MARION, at 10.15 A. M., 4.15 and 5.52
P. M.

LEAVE MATTAPoisett, at 10.25 A. M., 4.25
and 6.04 P. M.

Passengers from Way Station to Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.

WARREN LADD, Asst. Supt.
sept. 4, 1876.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a

partnership for the purpose of

carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union Street, daily, (Sundays excepted,
for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the United
States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
of exchange, &c., promptly collected. Copies of
all descriptions forwarded with despatch.

This Express connects with steamer Mon-
ohansett for Wood's Hole, (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk Street, opposite the Old
South Church.

Providence, 34 Dorrance Street.

Taunton, 2 Bank Exchange.

New Bedford, 132 Union Street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.,
New Bedford, May 20, 1876.

DAVENPORT, MASON & CO.'S

NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent Messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
faithfully executed. Charges for freight and
BILLS SHALL BE SATISFACTORY.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 6th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & CO

New Bedford, Sept. 3d 1876.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—In New York, at 105 Wall
Street; No. 346 Canal Street, corner of
Church; and Pier 39 East River; New
Bedford, at No. 132 Union Street.
Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets

CORDAGE

THE NEW BEDFORD CORDAGE COM-
PANY are now prepared to furnish at
short notice

GANGS OF RIGGING,
of all sizes, and of the best manufacture.

MANILLA AND HEMP WHALE LINE,
made from pure Manilla and Russia Hemp.

All orders sent to L. A. FLEMING, Treasur-
er, Botch's Square, New Bedford, Mass.,
will be promptly attended to.

Scribners' Monthly for 1876

THE publishers invite attention to the
following list of some of the attractive
articles secured for Scribners' Monthly for
the coming year. In the field of fiction, be-
sides numerous novelettes and shorter sto-
ries, there will be

TWO REMARKABLE SERIAL STORIES
BY AMERICAN AUTHORS.
The first of these, now complete in our
hands,

"GABRIEL CONROY,"
By Bret Harte.

Begins in the November number,
and will run for twelve months. This is Mr.
Harte's first extended work. The scenes and
characters, which the author has chosen
from his favorite Rio Grande, California, are paint-
ed with characteristic vividness and pow-
er; and the work is without doubt the most
graphic record of early California life that
has yet appeared.

We shall also begin in the January No.
"PHILIP NOLAN'S FRIENDS,"
Or Show Your Passport.

BY EDWARD EVERETT HALE.
The scene of this story is laid in the South-

SEPTEMBER 19, 1876.

FOR THE AZORES.

THE Al Clipper Bark MODESTA, will run as a regular packet between Boston and the Azores Islands. For freight or passage apply to Capt. WILLIAM LEWIS, No. 18, Hamilton Street, New Bedford, to MEDINA BROTHERS, 39 Lewis Wharf, Boston. MANUEL J. SEQUEIRA, Fayal, W. I. or SILVA, CABRAL & CO., St. Michaels, W. I.

april '76

CALL AND SEE
—THE—
GREAT REDUCTION
THAT



CHARLES FISHER
HAS MADE ON THE
BALANCE
OF HIS
MEN, YOUTHS, AND BOYS,
Summer
Clothing.

64 PURCHASE STREET,
New Bedford, Mass
[OPPOSITE CITY CLOCK.]

RICHARD S. HOWLAND,
SHIPPING
AND
COMMISSION MERCHANT,
No. 313 Davis Street,
SAN FRANCISCO,
California.

P. O. Box 382.
REFERENCES:
George & Matthew Howland, } N. Bedford
Ivory H. Bartlett & Sons, }
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Charles Brewer & Co., Boston. }
Owen & Clark, Providence. }
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mch29'76

H. A. POLHAMUS H. A. POLHAMUS, JR.

H. A. POLHAMUS & SON,
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, & C.,
OFFICE, 140 FRONT STREET,
NEW YORK.
ESTABLISHED 1841.
may'72

CHARLES R. SHERMAN,
DEALER IN
NAUTICAL, MATHEMATICAL, and
OPTICAL INSTRUMENTS,
Charts, Mathematical Books, Patent
Logs, Stationery, &c.,
No. 49 North Water Street,
NEW BEDFORD.

SEXTANTS, QUADRANTS, SPY-GLASS
COMPASSES, &c., repaired in a workmanlike
manner, and on reasonable terms.
All orders thankfully received and
promptly executed.
oct20'74 1y

THE TAUNTON COPPER CO
OFFER FOR SALE
Yellow Metal and Copper Sheathing,
BOLTS, SPIKES, NAILS, & C.
Old Metal taken in exchange for new.
John P. Knowles, 2d, Agent.
Corner Commercial and Front Streets
NEW BEDFORD, MASS.
apr-72

\$5 to \$20 per day at home. Sample
\$1 free STINSON & Co., For
land, Maine. 1y mch'76

SEND 25c. to G. P. ROWELL & CO., New
York, for Pamphlet of 100 pages, con-
taining lists of 3,000 newsmen, and est-
imates showing cost of advertising.
mch'76 1y

I. H. BARTLETT & SONS,
(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles, &c.
ON COMMISSION.
NEW BEDFORD, MASS.
IVORY H. BARTLETT, JR.,
GEORGE F. BARTLETT.

J. C. MERRILL & Co.,
SHIPPING AND COMMISSION MERCHANTS
204 & 206 California Street,
SAN FRANCISCO, CAL.

Particular attention paid to the sale of
Merchandise, purchasing and shipment of Cal-
ifornia and Oregon Produce, chartering of ves-
sels effecting Insurance, &c.
Liberal advances made on consignments.

REFERENCES TO—
William J. Rotch,
Leander A. Plummer,
James D. Thompson,
William H. Matthews
Weston Howland,
George Barney,
Edward Merrill
S. Grifflitt Morgan.

sep25'69. 1

NEW YORK, January 24th, 1876.
THE TRUSTEES, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January 1875, to 31st December, 1875..... \$5,840,032.88
 Premiums on Policies not marked off 1st January, 1875. 2,465,372.27

Total amount of Marine Premiums...... \$8,295,394.75

No Policies have been issued upon Life Risks; not upon Fire disconnected with Marine Risks.

Premiums marked off from 1st January, 1875, to 31st December, 1875..... \$6,123,134.68
 Losses paid during same period 2,712,068.5
 Returns of Premiums and Expenses..... 1,217,477.24

The Company has the following **ASSETS**, viz.:

United States and State of New York Stock, City, Bank and other Stocks..... \$10,314,940.00
 Bonds secured by Stocks, and otherwise..... 2,544,200.00
 Real Estate and Bonds and Mortgages..... 367,000.00
 Interest, and sundry notes and claims due the Company, estimated..... 454,037.52
 Premium Notes and Bills Receivable..... 2,076,300.
 Cash in Bank..... 363,402.44

Total amount of assets...... \$16,019,940.52

81 1/2 per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next.

The outstanding certificates of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of Forty per cent. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:
 John D. Jones, William H. Webb,
 Charles Dennis, George W. Beauchamp,
 W. H. H. Moore, Frederick Chauncey,
 Henry Colt, Charles P. Burdett,
 Lewis Curtis, Francis Skiddy,
 Charles H. Russell, Robert B. Minburn,
 A. D. Webb, Robert L. Stuart,
 Royal Phelps, James G. DeForest,
 David Lane, Alexander V. Blake,
 James Bryce, Charles D. Leverich,
 Daniel S. Miller, Charles H. Marshall,
 William Burgess, Adolph Lemoyne,
 John Elliott, George W. Lane,
 William E. Dodge, Adam T. Sackett,
 Josiah O. Low, Thomas F. Youngs,
 C. A. Hand, Horace Gray,
 James Law, Winthrop G. Ray,
 John D. Hewlett, Samuel Hutchinson,
 Edmund W. Corlis.

JOHN D. JONES President,
CHARLES DENNIS, Vice-President
W. H. H. MOORE, 2d Vice-President

Feb 17/76

J. E. BLAKE & CO.,
Druggists and Apothecaries

WITH care and attention to business, and (as we trust,) with the reputation of honest and fair dealings secured by a long business experience, we hope to merit and receive a large share of public confidence and patronage.

Our stock, which we intend shall be the largest and most complete in this section, comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their **Prescriptions Prepared only by Competent and Careful Persons**, and in all things shall be our constant aim to gain the confidence and esteem of our patrons.

MR. ISRAEL H. SHURTLEFF remains with us, and will be pleased to see all his old friends and hosts of new ones at the old stand.

J. E. BLAKE & CO.,
 24 North Street cor. Middle

PHINEAS WHITE, JR.,
 —FURNISHES THE—
PENDULUM PUMP.

THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.

Mr. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of Plumbing on the most reasonable terms. Call at No. 24 William street.

Jan 25 1y

SOUTHWARD POTTER, 2D.
ACCOUNTANT,
 No. 104 Union Street, Up Stairs).
 NEW BEDFORD, MASS.

Mr. Potter attends particularly to the settlement of Whaling Vessels, and making up Disbursement Accounts. Any account entrusted to him, will be faithfully attended to.

tf ept 22 '74

CHARLES T. BONNEY,
ATTORNEY AND COUNSELLOR AT LAW
 AND
PROCTOR IN ADMIRALTY.
 No. 42 North Water Street,
 NEW BEDFORD.

Whaling voyages and maritime claims settled by dispatch.

may 27 '76 tf

ROBERT TOWN-----(Tasmania.)
ROBERT R. REX,
Ship Chandler and Whaling Agent.

Whalemen's Stores of all kinds furnished at lowest prices.

Letters for American Whalers forwarded to me, will be delivered as addressed.

ly oct 26 '76.

WHALING GUNS.

THE subscriber flatters himself that his **BOMB LANCE** for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same.

The Lances are for sale by the following Agents, and at the manufactory, by

J. A. BRAND.
 Norwich, Ct., Feb. 29th, 1876.

AGENTS.
 Edward P. Haskell, New Bedford, Mass.
 Union Wharf Co., Provincetown, Mass.
 Heman Smith, 21 Fulton street, Boston.
 Crocker, Wood & Co., New York City.
 Williams & Barnes, New London, Ct.
 J. C. Merrill & Co., San Francisco, Cal.
 A. W. Pierce & Co., Honolulu, H. I.
 F. A. BARKEE, Russell, Bay of Islands New Zealand.

The Whalemens' Shipping List,

NEW BEDFORD:
TUESDAY MORNING, SEPT. 19, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone to the United States, for the week ending September 18, 1876.

	Bls.	Sp.	Lbs.
	wh.	bone.	
New Bedford.			
Bark Andrew Hicks,	..60	..100	..100
Schr. Union,	..120	..100	..100
" Petrol,	..120	..100	..100
" Rising Sun,	..100	..100	..100
" William Wilson,	..100	..100	..100
" Rosa Baker,	..310	..100	..100
Boston.			
Bark Abner,	..350	..100	..100
Provincetown.			
Schr. Arizona,	..80	..20	..100
" Mary E. Simmons,	..150	..20	..100
" Little E. Cook,	..75	..20	..100
" Edward Lee,	..150	..20	..100
Total	2,582	800	
Previously,	25,541	28,041	70,515
From Jan. 1, to date,	28,053	28,041	70,515
Same time last year,	28,737	27,318	264,180

In accordance with these orders General Humphreys has adopted the general rule that each individual appropriation shall be reduced three-fifths, except where the engineer officer in charge shows that more money is necessary to complete the work. Consequently, only \$4,000 will be available of the \$10,000 appropriated for New Bedford harbor, and the same at Fall River.

Exports for the week ending September 18, 1876:

	sp.	wh.	bone.
Previously,	..522	..16	..100
From Jan. 1, to date,	13,069	8,463	120,402
Same time last year,	13,137	4,572	145,414

NEW BEDFORD OIL MARKET.

For the week ending September 18.

SPEERM.—Is rather quiet, the only sales being 100 bbls. at \$1.25, and 50 do. reported at \$1.30 per gallon, for manufacture.

WHALE.—Continues in fair demand, with sales of 650 bbls. Northern, for manufacture, at 55 cents per gallon.

FOREIGN OIL MARKET.—The circular of Messrs. Bowes, Game & Co., dated London, August 31st, says:—There is no demand whatever for Crude Sperm Oil, all the refiners having supplied themselves in America, and our quotations must be considered quite nominal. Nothing in Whale Oil for want of stock; good quality would probably find buyers at \$3.40 @ \$3.50 per ton.

Whalebone.—We are unable to report any fresh business in this article; good quality Arctic would find buyers at \$2.50 per present delivery, and Southern of good size and quality would sell at \$2.50, and perhaps over, but these extreme prices are not obtainable for forward delivery. Sellers of Davis' Straits ask \$7.50 for arrival, but there are no buyers over \$7.00 per ton.

—We learn by private advices from London, of the 4th inst., that the English whalers have secured up to July 27th, about 400 tons of whale oil, and 20 tons of whalebone; one vessel 130 tons of oil, others fairly, and three were clean; season deemed promising. Whalebone in consequence was offered at \$7.00, (against \$5.50 last sales) but there were no buyers.

IMPORTATIONS.

Per bark Azor, at Boston, 15th inst., from Fayal:—100 bbls. sperm oil from bark Swallow, to Swift & Perry, New Bedford; 132 do. do. from bark Cleone, to Swift & Allen, do.; 150 do. do. from bark Alaska, to Jonathan Bourne, do.; 150 do. do. from bark Bartholomew Gosnell, to Charles R. Tucker & Co., do.; 300 do. do. from schooner Alcyon, to E. & E. K. Cook, & Co., Provincetown. Total, 580 bbls.

LETTERS.

A letter from Capt. Bourne, of bark Ayala, of this port, reports her May 30th, in the vicinity of New Ireland, with 450 bbls. sperm oil.

A letter from Capt. Gifford, of bark Oak, of New York, reports her off Panama, August 24th, with 500 bbls. humpback oil the cruise. Whales scarce. Reports in the Bay about a week previous, bark John Howland, Cole, New Bedford, 350 bbls. humpback oil. The Oak would cruise in the Bay for humpback till October, and then go sperm whaling.

—Bark Mary Frazier, of this port, 301 tons, has been sold to Samuel Osborn, Jr., of Edgartown. She will be continued in the whaling business from Edgartown, under command of Capt. Henry G. Dexter, of Edgartown, late first officer of bark Sarah, of this port.

—The Catalpa reception committee in this city, held a final meeting on the 11th inst., for the purpose of disposing of \$400 in the hand of the committee, when it was voted to present it to Capt. Anthony, and it was presented accordingly.

—In the United States District Court in Boston, on the 16th inst., the case of William E. Davis vs. Charles E. Tucker et al., was heard. The plaintiff was a seaman on the ship Isaac Howland, sued to recover \$1,200 paid of \$3,500, awarded to the defendants by the Court of Alabama Claims, for oil burned by the Shenandoah, that property being his lay. Decision reserved.

A GREAT PICTORIAL.—The City of Holyoke, its Water Power and its Industries is the title of a mammoth pictorial paper of sixteen large sized pages, with seventy-five large engravings of the great dam, canals, manufactories, plan of the city, &c. It is beautifully printed, and is issued by the Manufacturers' Association of Holyoke, at a cost of nearly \$100,000. The descriptive portion gives valuable information regarding the immense water-power of this fast growing manufacturing city, its present industries and its capacity to furnish power to all kinds of manufactories, either small mills or great corporations. The paper is well printed on heavy, toned paper.

SCREENER'S MONTHLY.—The October number of this interesting Magazine is received. The illustrated articles are:—Notes on Salmon-Fishing; Beds and Tables, Stools and Candlesticks; The Man who lost his Name; Massachusetts Agricultural College; and The Bride of Rhine—concluded. The other articles are:—That Lass o' Lowrie's—chapters 6, 7 and 8; John Chinaman in San Francisco; Autumn Tides; Philip Nolan's Friends; or, "Show Your Passports"—chapters 23, 24, 25 and 26; The Mystery; and about the Fair—second paper; Topics of the Times; The Old Cabinet; and Brio-a-Brac. Published by Scribner & Co., 743 Broadway, New York.

—The Old South society in Boston has accepted the offer of the preservation committee of \$400,000, and the meeting-house will remain in its original state, and be used as a historic museum.

—The President has carried out his plan in relation to appropriations for rivers and harbors to the extent of referring the whole subject to General Humphreys, Chief of Engineers, through the Secretary of War. The indorsement of the Secretary of War, which was recommended by the President, directs the engineers to limit the expenditures to two millions of dollars, and to determine the localities and allotments, with the general instruction that no new work is to be commenced, and that no expenditures shall be continued upon work not clearly of a national character. This instruction is entirely in accordance with the language of the President's message to the House, in which he declared that he should pursue this course instead of vetoing the River and Harbor bill.

In accordance with these orders General Humphreys has adopted the general rule that each individual appropriation shall be reduced three-fifths, except where the engineer officer in charge shows that more money is necessary to complete the work. Consequently, only \$4,000 will be available of the \$10,000 appropriated for New Bedford harbor, and the same at Fall River.

—Tweed's arrest in Spain now brings to light a material portion of his wanderings. He escaped from the custody of his keepers last December. There was a current belief that he would make his way to Cuba or to some South American State. It now turns out that he was in Havana, and went thence to Santiago de Cuba in July last. Alarmed by the information that the United States authorities were on his track, he then fled to Spain on a sailing vessel, and after a voyage of forty-one days arrived at the port of Vigo, where he was hospitably received by the Spanish commandant and lodged in prison. The departure of Tweed on the Spanish-bound vessel was known to the State Department early enough to allow the necessary instructions to be forwarded to Minister Cushing, and the Spanish Government has expressed itself willing, in the absence of any extradition treaty, to deliver the fugitive to the United States authorities. His arrest and detention at Vigo were in fulfillment of that agreement, and it is likely that William M. Tweed will shortly be landed in New York—very much against his will.

HARPER'S MAGAZINE FOR OCTOBER.—Harper's Magazine for October is not only plentifully stored with light reading-matter, but has also all those other characteristic attractions which have given it the foremost place in periodical literature. This number contains the conclusion of George Eliot's "Daniel Deronda"—the greatest novel of the age. The fourth part of "A Woman-Hater" will awaken fresh curiosity as to the authorship of this remarkable story. Mrs. Craik's "The Laurel Bush" and Julian Hawthorne's "Garth" are continued. There are also three excellent short stories. The illustrated papers cover a great variety of subjects. J. H. Beadle contributes an article on the mining regions of Utah; A. H. Guernsey narrates a thrilling story of Benjamin Robert Haydon's career; Martha J. Lamb gives a very complete and very interesting description of Newark; and James Payn contributes a gossip article concerning the late Harriet Martineau. The Editor's "Easy Chair" contains a suggestive criticism of "Daniel Deronda"; an exposure of the contents of Mr. Klint's celestial mail-bag. The other Editorial departments are up to the usual standard.

For sale by Edwin Dews.

ST. NICHOLAS FOR OCTOBER contains the following illustrated articles:—At Folsom; The Morning and Evening Star; Dick Hardin in Philadelphia; Windsor Castle; Out of the Sky—a poem; How the Scotch-Cat Family saved its Bacon; The Cat and the Dog; A Colorado Woman's Museum; The "Boy Emigrants"—concluded; Sea-Jellies; Jack-in-the-Pulpit; and For very Little Folks. The other articles are:—Lizzy of La Bourget—a poem; Patches; Talk with Girls, No. 7; The Legend on the Pane—a poem; In the Closet—a poem; How General Washington got his Clothes; The Letter-Box; and Riddle-Box. Published by Scribner & Co., 743 Broadway New York.

—Capt James E. Stanton, late master of bark Cleone, of this port, came passenger in bark Azor, at Boston, 15th inst., having left his vessel on account of sickness. The Cleone would proceed on her voyage in charge of Capt. James A. Day, of Norwich, Conn., her late first officer, who would command her until Capt. Ebenezer F. Nye takes her to the Arctic next Summer.

CREW MURDERED.—The schooner Dancing Wave arrived at Sydney from the Solomon Group July 4th, with the news of a massacre that had been perpetrated by the South Sea natives, Capt. Harrison and all hands, excepting one on board the Dancing Wave, having been murdered. On the 22d of April last the Dancing Wave called at Florida Island to obtain native labor for Somerset. Natives were engaged and brought on board, and there were also others who had received tomahawks and other articles from the captain in barter. Without warning the natives rose upon the crew, attacking them with tomahawks. Capt. Harrison was almost instantly killed, together with some of his crew, while the chief officer and stewards, after being wounded, reached the cabin, where they shot themselves. A seaman named Broad (or Board) jumped overboard and got to Savan, forty miles off, in a boat, when the vessel was recovered by the crew of the bark Sydney, and it was then found that the natives had plundered her. It is said that the natives took two heads and one body ashore. Broad, before escaping, shot several of his assailants, and several natives from another island, engaged on board, were also killed.—(Melbourne paper.)

—Hon. Charles Francis Adams has written a letter accepting the Democratic candidacy for Governor.

—President Grant has issued a formal proclamation carrying into effect the Treaty between the United States and the King of the Hawaiian Islands, made on the 30th of January, 1875, all the preliminaries agreed upon then having been fulfilled by both countries.

—The Sears Will case has been decided by the Supreme Court in Boston, in favor of the son, Joshua Montgomery Sears. The Court decided that the intention of the testator requires that the Trustees under the Will should retain in their hands so much of the estate as is needed to support their trust (\$10,000 per annum to the heir) and the surplus beyond this is the property undisposed of by the Will, and devolves to the son by way of resulting trust. As he alone is beneficially interested in such surplus, it should be transferred to him by the Trustees.

—The election in Maine, on the 11th inst., resulted in a sweeping Republican victory. The majority will be from 12,000 to 15,000. The Republican candidates were elected in all the Congressional districts. There will be but three or four Democrats in the State Senate and the House will be two-thirds Republican. The vote polled is the heaviest ever known in Maine, and the Republicans made gains in all sections.

—There is more real estate owned in Newport by absentees, says a Newport correspondent, than in any other place in America. Philadelphia proprietors are down for half a million, and Boston names control ten times that amount. There are one hundred New York proprietors who own twenty thousand dollars and upward, and many more whose property is of less valuation.

—The Rio Janeiro Mail says that through the agency of the Brazilian Government the large sums already collected for the gradual emancipation of the slaves are about being used to that effect in every part of the empire.

—The Boston, Clinton and Fitchburg Railroad Company is carrying many Centennial passengers over its various lines. Conductor William H. Lyman took 200 from South Framingham recently one afternoon, they having arrived there from Fitchburg, Lowell and other stations. The route is pleasant and cheap, and seems quite popular with the travelling public.

—General Benjamin F. Butler has secured the Republican nomination for Congress in the 7th (Lowell) district, by 84 out of 106 votes. In the 9th (Worcester) district, Hon. W. W. Rice is the nominee.

—The explosion under Hell Gate has been postponed till the 23d inst. The explosive materials are contained in metallic cartridges packed in boxes holding 100 pounds each. 7,000 holes have been drilled in the rock, each of which will be charged with cartridges of different sizes, which will be exploded simultaneously by electricity communicated from a battery. The work has occupied the major part of five years in its execution.

—In Hopkinton, Mass., some of the boot factories are now running twelve hours per day on account of the press of business.

—Forgeries on one of the city banks in St. Louis for upwards of \$50,000 have been perpetrated by a young man doing business in that city. The bank however has been made good by the forger himself, and there will be no prosecution.

—The steamboat wharf at Provincetown gave way on the afternoon of the 13th inst., while the schooner Yosemite was discharging coal, carrying with it 100 tons of coal and an iron tank with 8,000 gallons of fresh water. No person was injured. The property damage is from \$4,000 to \$5,000.

—Bayard Taylor has attended every World's Fair, and in his judgment the Philadelphia Exhibition is the most complete and interesting of them all. The admissions to the main exhibition on the 13th inst., were 72,552, and on the 14th, 80,000.

—The rise in the price of petroleum and the decline in coal have an operation in favor of the gas companies as against kerosene.

—The medical examiner of a prominent English Life Insurance Company says he has to turn away three-fourths of his applicants who excel in athletic exercises, because they have dangerously strained the organs of the heart.

—Mr. A. H. Hill of Keene, N. H., has a squash growing in his garden called the "Marblehead Mammoth," which measures 84 inches in circumference and weighs 175 pounds as near as can be made out now, and is still growing rapidly.

—Mrs. Sallie Dearborn of Northfield, N. H., who is 87 years old, has never ridden in the cars or on a steamboat, nor has she ever seen them. She was born and has always lived in the town of Northfield.

—The Granite wollen mills of Tilton, N. H., which shut down part of their machinery a few weeks ago, are now running nights to fill their orders.

—The Pacific mail Company's steamship "City of Peking," made the remarkable passage from Yokohama to San Francisco, some 5,000 miles, in fifteen days, or an average of 333 miles per day—14 knots an hour. Only one half of the usual consumption of coal was used on the voyage which is required to obtain an equal rate of speed of the steamers between New York and Liverpool.

—It is understood that another call will be made soon for ten millions more of the 5-20 bonds, making in all thirty millions.

—A decision by the Supreme Court of Connecticut has recently appeared in print, of considerable interest to a large class of tax-payers. An individual residing in Litchfield county loaned \$18,000 to a person residing in Chicago, which loan was secured by a deed of mortgage upon real estate located in that city. The borrower was obliged to pay a tax upon the whole amount of real estate irrespective of the mortgage lien, and it was not disputed before the court that the loan was made under, and was to be governed by, the laws of Illinois. Nevertheless, the Supreme Court decided that the legislature had power to tax persons residing in this State for money loaned by them to persons living in other States, and secured by real property located there, and that money thus invested was taxable here under a statute regulating the matter.

—The Boston Daily Advertiser says:—Continued dullness prevails in the Fall River print cloth market, with extremely light transactions. The uncertainty in regard to the labor question makes holders of spots tenacious, and no considerable movement of goods can be looked for until the cloud passes away. The spinners of the Flint mill have demanded immediate restoration, but no strike has yet taken place.

—Extensive purchases of Lake Superior ingot copper have been made in the New York market the last week, aggregating about 4,000,000 pounds, for export, on account of the French government. This large transaction clears out nearly all the stock in first hands, and as a consequence the position of the market is one of unusual interest. The price is reported to be at 19 1/2 cents per pound.

—Twenty-one carloads of passengers bound for the Centennial passed through St. Albans in forty-eight hours recently.

—The fastest voyage yet made between Liverpool and Melbourne, round the Cape of Good Hope, was recently completed by the steamship "Whampoa," of the Colonial Line of Australian packets. The time, including stoppages, was forty-two days. If this speed, or an approximation of it, can be continued, as seems likely, the direct route will be a powerful rival to that across the American Continent or by the Isthmus of Panama.

—The Rhode Island Bleachery and Dye-works in Providence were burned on the 14th inst. Loss \$100,000; insured.

—About 1,700 tickets from Boston to Philadelphia and return have been sold the past week. Of this number the Old Colony sold about a third. The Stonington and Shore Line sold the next highest number, and the New York and New England, all rail route, the next.

—Samuel C. Lewis of Pittsburg, Pa., who helped to make the first bar of iron manufactured in the United States, has been invited by his friends to visit the Centennial Exhibition and be received formally by the representatives of the iron interest.

—The United States Supreme Court has rendered a decision in the case of James M. Townsend, appellant, against Alfred Todd and Philando Armstrong, assignees of George T. Newhall, a bankrupt of New Haven, in which the validity of a mortgage of \$50,000 was attacked on the ground that it is in violation of the spirit and policy of the statutes and recording system of the State of Connecticut. The District and Circuit Judges, each familiar with the statutes and decisions of Connecticut, sustained this proposition. The precise objection to the mortgage was that it does not truly describe the debt intended to be secured. The Supreme Court affirms the decisions of the courts of the State that the mortgage must truly describe the debt intended to be secured, and that it is not sufficient that the debt be of such a character that it might have been secured by the mortgage had it been truly described, and decrees that the mortgage must be cancelled.

—Sheriff Connor in New York on the 13th inst., made his return on the execution in the judgment for \$6,000,000 in the civil suit of The People vs. William M. Tweed. The return was no property to levy upon. It is stated that Tweed is impecunious and would not be able to raise \$100,000 in satisfaction of the judgment.

—The Commissioner of Internal Revenue is encouraged to believe, from reports of officials throughout the country, that there will be a very considerable increase in the revenues of the Government during the present year over last year. Other returns to the Revenue office indicate a more cheerful condition of business affairs throughout the country.

—The Comptroller of the Currency is of the opinion that the twenty million of legal tenders deposited to secure bank circulation will be withdrawn and new four and a half per cent. bonds deposited in their stead. Should this be done the circulation would be practically increased to the amount of twenty millions of legal tenders.

—A romantic young lady of Edinburgh Scotland, 19 years of age, of fine appearance and superior accomplishments, recently eloped with and married her father's coachman.

—A young painter in Gurleyville, Conn., who had slandered a young woman, was recently horsewhipped, till he begged, by the incensed girl and her sister and brother.

—There were 21 yellow fever interments in Savannah on the 12th inst., and some 10,000 inhabitants have removed from the city in consequence of the contagion.

—B. F. Phillips's South Adams wollen mill is starting up, with ten looms running on sample goods. Applicants for works are very numerous.

—An explosion at the Warren, Me., powder works on the 14th inst., caused \$15,000 damage.

WESTERN RAILROAD FREIGHTS.—A convention of representatives of a number of Western Railroads who held a meeting at Chicago recently to consult in relation to pooling the earnings of Western roads and prevent the pro-rating system, which has been damaging to Western interests, met at St. Louis on the 12th inst. At the adjournment of the meeting it was given out that the business progressed far enough to warrant statements that the roads interested will pool their freight earnings,—that is, regular rates will be enforced, and the earnings of all the roads be placed in the pool, then divided among the roads in proportion to mileage of transportation. This will prevent the cutting of rates; and the roads also agree not to carry freight for Eastern roads at less rates than those charged merchants and other patrons. The roads represented at the meeting were Chicago, Rock Island and Pacific; Chicago, Burlington and Quincy; Missouri Pacific and Atlantic and Pacific; Chicago and Alton; Hannibal and St. Joseph; St. Louis, Kansas City and Northern Missouri; Kansas and Texas and Kansas City; St. Joseph and Council Bluffs.

—San Francisco is jubilant over the laying of the last rail of the Southern Pacific Railroad, connecting that city with Los Angeles. The distance between the two points is 470 miles. Los Angeles is connected with the main trunk line by a branch. The former now extends to a point in a direct line for the Colorado River. It is expected that the unfinished link will be completed by the 1st of January, 1877. The trunk line of the Southern Pacific will then be 750 miles long, or about the length of the Central Pacific Railroad. When this additional short link is completed, the road will reach the borders of Arizona Territory, and San Francisco expects to do a large business with that immense country, with its great resources. The progress of the Southern Pacific Railroad has been effected almost without observation, and yet the work has been of a more difficult character than any encountered in Sierra. When the Central Pacific was in process of construction across the Sierra the work was deemed one of national importance. But the laying of a cable under the Atlantic Ocean or the building of a railroad across the continent is a small affair now-a-days, so to speak, and receives only a passing notice.

—The porgie seines at Boothbay, Me., are doing a fair business. One firm has taken 28,000 barrels of fish and manufactured 85,000 gallons of oil. Oil is now worth 35 cents. Fish are less plenty than last season, but fatter. The porgie steamers go down to Melnicus after fish—50 miles East of Boothbay, leaving there at midnight, and return the next afternoon. Early morning is the best time to get fish.

—In Quincy, Ill., there are four large stove foundries, thirteen flouring mills, two corn mills, several large machine shops and boiler factories, two of the largest tobacco factories in the United States, and several smaller ones; also, a large paper mill, and one hundred smaller institutions. Pork packing, the grain trade, and distilling are very important industries there. No cotton goods are manufactured at Quincy, though cotton is almost daily shipped through the city. Since 1873 manufacturing interests have increased.

CREW LIST OF VESSELS SAILED.

Bark Europa, Capt. Edward Penniman, sailed from this port September 12th, 1876, for the Pacific Ocean. The following persons compose her crew:

John S. Croquin, of New Bedford, first mate; Wilson R. Rogers, do., second mate; Joseph Devoll, do., third mate; Antonio Ferrie, do., fourth mate; Richard Williams, St. Helena, A. O. Pierce, Barbadoes, Manuel Gonzales, Bravo, C. V. I., and Manuel Cota Rennie, do., boatsteerers; Henry Hoepe, Germany, cooper; Isidore Erro, Guam, steward; John Ense, St. Antonio, cook; James S. Ferden, New York, shipkeeper; Antonio Pereira, Bravo, Julio da Lumba, do., Carlos de Almeida, do., Joaquim de Bergo, do., Juiz J. Farria, do., Antonio Jose Godinho, do., Zacariah Silva, Fogo, C. V. I., Matthew Kanaka, Ralotanga, Mopoa, Rose, Celebes, Lumba Malay, do., Gipper Malay, do., Mich. Malay, do., Antonio M. Luna, Portugal, Antonio Rogeiro Leite, St. Antonio, C. V. I., Seraphim Lopez Francisco, do., Luiz Zachariah Mello, do., Charles Ellis, Plymouth, and Eugene B. Penniman, Eastham, seamen.

Bark Bounding Billow, Capt. Harvey E. Luce, sailed from this port September 13th, 1876, for the Pacific Ocean. The following persons compose her crew:

Charles Allen, of New Bedford, first mate; Joseph Fleming, second mate; Richard Settle, New Bedford, third mate; Johnson S. Peters, North Tisbury, fourth mate; Franklin P. Fountaine, Pocasset, John Lumbard, Jr., New Bedford, Frank Bauer, do., and Manuel Sosa, do., boatsteerers; Theodore Dean, do., cooper; Aug. H. Moore, Dedham, steward; Thomas Monday, New Bedford, cook; Wilhelm Sperling, do., James Finney, do., Henry Smith, do., Richard Freeman, do., Henry A. Williams, do., George W. Skinner, New London, W. M. Cowgill, Dover, Del., Samuel Rushton, Philadelphia, W. J. Polthousen, New York, John Thomas, Bravo, Manuel Rumm, Fogo, F. T. Billings, Fitchburg, Charles P. Mounce, Niagara Falls, George W. Meshrow, Bath, N. Y., Joseph Kennedy, Jersey City, Francis M. Norton, North Tisbury, Charles Ludecke, Germany, and Andrew B. Curtis, South Odell, seamen.

—In Fairhaven, 12th inst., Mr. Charles W. Packard, of Brookton, to Miss Sarah P. T. Delano.

—In Aoshnest, 13th inst., Mr. Charles R. Sherman, of North Collins, N. Y., to Mrs. Rebecca T. Snow, of this city.

—In Rochester, 10th inst., Mr. Granville M. Gibbs, of Wareham, to Miss Ellen F. Chubbuck, of Rochester.

—In this city, 11th inst., Susan, widow of the late Benjamin Dunham, 87; Katie Wilks, daughter of Charles L. and Elizabeth B. Church, 22 years and 10 months; Clarissa, widow of the late Leonard Millard, 78; 13th, Mrs. Sarah A. Woodous, 83; Mabel P., infant daughter of Bazilla and Cordella B.

—In Fairhaven, 12th inst., Nathan D. King, 26 years, 1 month and 10 days.

—In Dartmouth, 15th inst., Abigail, wife of Perry Russell, 62 years, 1 month and 22 days; 16th, Clara F., widow of the late Capt. L. C. Wordell, 41.

—In Nantucket, 12th inst., Eliza C., widow of the late David Morrow, 47 years and 7 months.

—In Westport, 10th inst., Cynthia, widow of the late Adam Gifford, 78.

—In Mattapoisett, 14th inst., Mary, wife of William Macomber, 52 years, 10 months and 27 days.

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The Whaler's Shipping List, AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING
BY EHEN. P. RAYMOND,
8 South Second St., New Bedford, Mass.

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Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.
A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.
JOHN GODDARD & CO., 79 Gracechurch Street, London, England, E.C.
FREDERICK A. BARKER, Russell, Bay of Islands, N. Z.
A. W. PIERCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

	sp.	bls.	bone.
JANUARY.			
By Railroad, N. B.	40,885		
1 Jos. Nickerson, N. Y.	101		
11 Nils, N. Y.	372	7,500	
do. on freight,	136		
25 Colon, N. Y.	81		
26 Gou, N. Y.	182	893	62,885

FEBRUARY.			
2 Humber, Boston.	70		
14 City of Dallas, N. Y.	151		
27 Young America, N. Y.	69		
27 Colon, N. Y.	69		

MARCH.			
30 Bart. Gosnell, N. B.	817	333	
31 A. Blake, Marion.	2,305	3,307	

APRIL.			
1 Syren, N. B.	93	5,483	
1 L. P. Simmons, N. L.	443		
2 Flying Fish, N. B.	200		
7 Europa, N. B.	1,600	15,000	
15 Helen Mar, N. B.	101	301	
do. on freight,	101		
16 Mermaid, N. B.	1,350		
25 Colon, N. Y.	160		
25 Alfred Keen, Boston.	375	875	
25 Desdemona, N. B.	100		
do. on freight,	100		
— G. City, Ferdinandina.	40		

MAY.			
1 Arnold, N. B.	620	125	
do. on freight,	410		
2 Marcella, N. B.	1,093		
2 Sarah, N. B.	220		
11 O. H. Pigeon, N. B.	219	510	
14 "Cresting," N. B.	40	1,125	300
do. on freight,	580		
25 Carondelet, N. Y.	375	230	
25 Stafford, N. Y.	375	230	

JUNE.			
5 Gov. Morton, N. Y.	250	985	
6 R. W. Wood, N. B.	1,613	696	545
8 Triston, N. B.	34	1,300	
10 Atlantic, N. B.	400		
14 President, N. B.	60		
15 Andes, N. Y.	172		
19 Merila, N. B.	809		
20 Crescent City, N. Y.	809		
26 Alps, N. B.	159		

JULY.			
1 Elvie Allen, N. B.	2,273	72	
3 Matapoisett, N. B.	200		
3 Wm. & Anthony, N. B.	1,451		
3 "Colon, N. Y.	593	22	
6 Azor, Boston.	555		
9 Acapulco, N. Y.	280		
10 Eliza Adams, N. B.	1,140	300	1,240
do. on freight,	390		
30 E. B. Phillips, N. B.	730		
30 Ellen Ritzpah, N. B.	110	220	

AUGUST.			
2 Agate, N. B.	200	100	
12 Amizade, N. B.	60		
13 "Colon, N. Y.	60		
15 E. H. Adams, N. B.	165	10	
16 D. A. Small, N. B.	300		
17 "California, N. B.	1,650		
do. on freight,	60		
20 W. A. Grazier, Priv'tn	30	30	
24 Catalpa, N. B.	40		
25 N. J. Knight, Priv'tn	160	125	
25 Mary Frazier, N. B.	100	300	
do. on freight,	809	134	729
26 Canima, N. Y.	274		
29 E. H. Hatfield, Priv'tn	190		
29 Acapulco, N. Y.	584		

SEPTEMBER.			
4 "M. Parker, N. B.	165	200	
10 Union, N. B.	7		
12 Rising Sun, N. B.	100	200	
11 A. Hicks, N. B.	600		
14 Wm. Wilson, N. B.	100		
15 E. B. Baker, N. B.	300		
15 Azor, Boston.	555		
15 "Arizona, Priv'tn	80	20	
15 "E. Simmons, N. B.	160	200	
15 "E. E. Cook, N. B.	75	180	
15 "Edward Leob, N. B.	120		
16 "Petrel, N. B.	120		

LIST OF WHALERS IN PORT. NEW BEDFORD.

Ship California, Brightman, Pacific.
"Daniel Webster."
Bark Andrew Hicks, Hicks, Atlantic, Oct.
"Catalpa."
Commodore Morris.
"E. B. Phillips, Francis, Atlantic.
"E. Corning."
"Merlin, Sturges, Indian Ocean, Oct.
"Progress."
Brig E. H. Adams, West, Atlantic, October.
Schr. Petrel.
"Union."
Schr. Ellen Rodman.

FAIRHAVEN.

Schr. Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

	sp.	wh.	bone.
Coral, N. B.	180	350	
do. on freight,	682	475	
Gou City, N. B.	310		
Hudley, N. B.	230	20	
Janet, N. B.	600	500	
Mercury, N. B.	1,740	200	
Milton, N. B.	240		
Ospray, N. B.	400		
Pacific, N. B.	300	25	500
Belino, N. B.	190		
Wave, N. B.	190		

THE New-York Times.

A Political, Literary, and General Newspaper.
DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.
ESTABLISHED 1851.

In 1876 The New-York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held the first place in the house-hold; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, The Times has always borne a very high reputation throughout the United States. It is free from all obnoxious advertisements and reports, and under no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. Its editorial policy is one of moderation and fairness, which has won for it the confidence of the public.

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Summer Friends.

As the bee is to the rose
While the honey treasure flows
Singing gentle songs of love
To each blossom in the grove,
Pansy only in his flight
Where the sweets of life are bright,
All navilling to depart
Till he reach the very heart,
And when all the luscious store
Is exhausted sings no more—
As the bee is to the rose
While the honey treasure flows
Are summer friends.

As the shadow to the boat
On a changeful lake afloat,
When the lake is in repose
Like another boat it's oars,
And all fortune elevates,
Or the surface imitates,
But a ripple on its breast
Shadow trembles with unrest,
And when tempests gather round
Can no longer there be found—
As the shadow to the boat
On the changeful lake afloat
Are summer friends.

—John Brougham.

How She Caught the Burglar.

"The paper says that they've caught the fellow who has been breaking into so many houses in this part of the town lately," said cousin Jennie, one morning, as we sat at the breakfast-table.

"It's a pity he didn't come here, so that you could have added another laurel to your crown, mother, by capturing him. Wouldn't it have been splendid if it had happened so. The family would have been famous. I should have been introduced in society as daughter of Mrs. Van Stratton, the celebrated burglar-catcher, and borne the honor with becoming meekness and satisfaction. Did mother ever tell you about catching that awful thief and probable murderer, Toby Darrell, years ago, before any of us appeared on the stage of action?"

"No, I never heard anything about it," I answered. "Please tell me about it, aunt Annie."

"I've told it so many times," answered aunt Annie, "that I've got rather tired of it, but I suppose you won't let me off."

Aunt Annie smiled across the table at me in a kind of self-satisfied way that assured me that she was quite as willing to tell me the story as I was to hear it. Like all the rest of us aunt Annie was probably a trifle proud of having done a heroic deed.

"It happened a year after your uncle George and I were married. We had just begun housekeeping here, when the neighborhood began to be troubled over the frequent depredations of some person or persons whom it was impossible to obtain any clue of. House after house was broken into, and money, jewelry and plate were taken. The police was called upon, and detectives were put upon the alert, but to no purpose. The officers decided that the thefts were the work of an old desperado, called Toby Darrell; one of the worst cases in the whole list of villains with whom they had to deal, and one of the most careful and expert. He had been suspected of murder, and dozens of other crimes had been traced to him, but so successful was he in eluding the officers of justice that they had succeeded but twice in arresting him, and on both of these occasions he had managed to escape. So frequent had his thefts become, and so daring, that at last a heavy reward was offered for his arrest.

"One day George had to go out of town, and I was left alone with grandfather Van Stratton, who had come to spend a few days with us. I didn't know where the two servants that we kept had gone to. I drew down the curtains, as the dusk settled in the streets, and put some fresh coals on the fire, and sat down in our little sitting-room with a new book, while grandfather busied himself over his newspaper. In this way, with occasional remarks, the evening passed off; when the clock struck nine grandfather declared that he was so sleepy that he was going to bed, after which declaration of intentions he took out his big silver snuff-box and took a pinch of that fiery Scotch snuff he used to be so fond of, and, on closing it, instead of putting it back into his pocket, he set it down on the little table at my elbow, and proceeded to warm his feet before going off to bed. I noticed his putting the box on the table, and supposed he would think of it before going to bed. But, after he had said good-night and left me, I saw that he had left his snuff-box behind him. I took it up and opened it out of idle curiosity, and the faintest

scent of its contents set me into a paroxysm of sneezing, and brought tears to my eyes.

"The room was warm and cozy, and my book was very interesting, and I concluded that I would read on for an hour longer before going to bed. I don't know how long I did read, but it couldn't have been long, for the clock striking eleven woke me. I woke as people occasionally do, quietly and completely, without stirring or seeming to wake. The first thing that I became conscious of was, that there were steps in the room, and they were stealthy, sinister ones. My face was turned from the fire as I lay back in my chair, and was in partial shadow. I remember of thinking, in a quick kind of logical reasoning, that didn't trouble itself about syllogisms, that I could open my eyes a trifle without betraying the fact that I wasn't asleep, and discover who and what my visitor was. I was frightened, but felt that it was the safest way for me to appear fast asleep. I opened my eyes softly, and saw a man standing about six feet from me, with the flickering fire shining full into his face, and it was the worst and most brutal face I ever looked into in all my life. It was with difficulty that I kept from screaming out, and I often dream of seeing that man now, and always as I saw him then, standing in the red firelight, whose-filthy play lit up his face with the look of a demon, watching me with his cruel, tigerish eyes. He had a sack slung over his shoulder, and I understood at once that he had been through the house and plundered it of everything worth his while to take.

"You know that your uncle George and I began housekeeping in a modest way; we had to, for he was working on a salary in those days, and after paying for the house, we didn't have a great deal left to purchase other things with. You can readily understand, then, how angry it made me to see that great, brutal fellow standing there with his sack full of articles whose value represented months of hard work. I have often wondered at it since, but the feeling of indignation was so intense as to almost overcome my fear and prudence. But I knew from the devil in his eye that he would not hesitate at any crime that he might be provoked to for his own safety, and I think I never stirred a muscle. But, oh! I wished I might cry out for help, and have the wretch given up to the punishment he so richly deserved!

"Suddenly his eyes caught sight of grandfather Van Stratton's silver snuff-box, standing on the table at my side, and he tiptoed toward it. I had not closed it when I put it down. The lid was open in such a way that the light reflected on it brightly, and that was what had caught his attention. My arm lay on the side of my chair, and my hand was resting on the table so near to the box that when he leaned over, and reached down to get it, his fingers touched mine. I could not help a shiver at the touch, but he did not detect it.

"He lifted the box from the table, and held it up close to his face to examine its contents. I don't know how I came to do it, but I never stopped to think what the possible consequences might be—I flung up my hand, and the fiery snuff flew into his eyes in a yellow cloud, blinding him instantly. He gave a howl of agony and rage, and made a dash toward me, but I eluded him. The snuff got into his nose and mouth, and he began sneezing and coughing frightfully, and tears kept running down his cheeks. His exhibition of pain was intense. It seemed to make him crazy. He ran about the room like a mad animal.

"I slipped out of the room, locked the door, and ran up to call grandfather Van Stratton. But he had heard the racket going on below, and was coming down the stairs. I told him what I had done, and he ran out after help, and was back in almost no time with some of the neighbors.

"It was easy to secure the burglar in the condition he was in. They bound him securely, and took him off to the station house. It was frightful to hear him curse and rave as they led him away. In the morning I heard that I had been the means of capturing the very person the police had been in search of so long—Toby Darrell. They offered me the reward but I wouldn't take it; and so they made me a present of a beautiful set of silver. That spoon you have in your

cup is one of them. I was half sick for a week after the affair took place, but I concluded there wasn't any use in being sick over what danger was passed and got over my fright bravely. And Toby Darrell got a dozen years in Sing Sing."

"SOLD, BY THUNDER!"

One night, recently, a Whitehall gentleman was on the Troy train returning home. At Saratoga a gentleman from Rutland took a seat behind the Whitehall. In a few minutes a conversation was opened between the two. Ascertaining that our friend was from Whitehall, the Rutland gentleman asked him if he knew Wilkins, the editor of the Times.

"Know him! I ought to know him, for he is very intimate with my wife."

"You don't say?" replied the Rutland man, in astonishment.

"Yes sir. I don't want it repeated, but I have indisputable evidence that he has been on terms of the closest intimacy with her."

"But, my friend, you don't live with the woman."

"Yes sir; strange as it may seem, I do. O sir, you little know what a man will put up with from the woman he loves. This intimacy has been carried on for years right under my very nose, and yet by the love I bear the woman I have never yet broken with my wife."

"But you cannot possibly put up with such conduct on the part of your wife? If she is intimate with Wilkins, I should think you would brand the villain before the world. I would not submit. No sir! I would not, never!"

The Rutland man had worked himself up to a pitch of excitement, when the train stopped at Whitehall.

"Good night, sir!" said the Whitehall gentleman. "I hope we will meet again. I thank you for the interest you have taken in my affairs;" and the two gentlemen shook hands and parted.

Just then the conductor entered the car, and the Rutland man stepped up and asked him who the gentleman was he was just conversing with.

"That man," said Conductor Holcomb; "don't you know him? That is Wilkins, editor of the Whitehall Times."

"Sold, by thunder!" said the Rutland man, putting his fingers in his pocket and making out something. "Mr. Conductor, will you please give him this card and accompanying \$5, and tell him to send me his paper so long as the money lasts?"

FIGHT IT OUT.

A story is told of a daughter of a prominent person now in the lecture field, which is peculiarly interesting and suggestive of unconscious wisdom. A gentleman was invited to the lecturer's house to tea. Immediately on being seated at the table, the little girl astonished the family circle and the guest by the abrupt question:

"Where is your wife?"

Now the gentleman, having been recently separated from the partner of his life, was taken so completely by surprise that he stammered forth the truth:

"I don't know."

"Don't know!" replied the enfant terrible. "Why don't you know?"

Finding that the child persisted in her interrogatories, despite the mild reproof of her parents, he concluded to make a clean breast of the matter, and have it over at once. So he said with a calmness which was the result of inward expletives:

"Well, we don't live together; we think, as we can't agree, we'd better not."

He stifled a groan as the child began again, and darted an exasperated look at her parents. But the little torment would not be quieted until she exclaimed:

"Can't agree! Then why don't you fight it out, as pa and ma do?"

"Vengeance is mine," laughingly retorted the visitor, after "pa" and "ma" exchanged looks of holy horror, followed by the inevitable roar.

THE WAR EAGLE OF WISCONSIN.

At all times, while the Exhibition is open, a curious throng may be seen about the northwestern corner, at the intersection of the nave and transept, in Agricultural Hall. There, perched upon a national escutcheon, supported horizontally on a pole, is the famous "Old Abe," the veteran war eagle of Wisconsin and hero of thirty battles, in which he participated as a soldier of the Eight Wisconsin regiment.

"Old Abe" is a misnomer, as the bird is only fifteen years old, which is extreme youth for an eagle. In August, 1861, when his age was only two months, Abe was captured by an Indian, near the Flambeau Lakes, and sold to a white man for a bushel of corn. The latter brought the bird to Eau Claire, and presented him to Company C of the Eighth regiment, then organizing for the war. Borne upon a shield, at the head of the regiment, he accompanied them to the front, passing through his first battle with them at Fredericksburg, Mo., October 31, 1861, and his last at Hurricane Creek, Louisiana, August 13, 1864. He returned home with the remnant of his regiment, a battle-scarred veteran, and at the oration given there by the enthusiastic citizens of their State he appeared to experience all the pleasure of a triumphant hero, flapping his wings as if to show the scar left by a bullet that had pierced one of them, and apparently pointing out with his beak the cicatrices from neck to wing along his breast, the result of a grazing shot.

Old Abe belongs to the bald-headed, or, more correctly, the white-headed family, a species whose head feathers are brown until the age of three or four years, when they become snowy white, thereby giving the bird a venerable and dignified appearance. The measure from tip of tip of his wings is six feet, and from his beak to the end of his tail two and a half feet. He weighs fifteen pounds, and is therefore rather below the medium growth of his species. The general color of the plumage of his breast, back and wings is brown, with a golden tinge, and of his head, neck and tail snowy white. He has a fascinating eye, which pierces like the sun through a white cloud, and when he is angry; his feathers in ruffled rage, that eye is lightning in a storm. Not Grant or Sherman was better known to both the Union and the Confederate armies than Old Abe. In the thickest of every battle, and equally conspicuous and exposed with the regimental colors, he was a familiar target, often aimed at, but only twice struck by Confederate balls. At the battle of Corinth the Confederate General Price ordered his men to be sure and capture "that defiantly screaming bird," adding that he would rather make

SEPTEMBER 26, 1876.

[illegible]

Particular attention paid to the sale of Merchandise, purchasing and shipment of California and Oregon produce, chartering of vessels effecting insurance, etc.
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Williams & Barns, New London, Ct.
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A. W. Pierce & Co., Honolulu, H. I.
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New Zealand.

Whalers' Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING OCTOBER 3, 1876.

NO 33.

The Whalers' Shipping List, AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING
BY EHEN, P. RAYMOND,
8 South Second St., New Bedford, Mass.

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A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.
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IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

	Sp.	Bls.	Wh.	Bone.
JANUARY.				
By Railroad, N. B.	40,885			
1 Jos. Nickerson, N. Y.	385	4,000		
11 Nile, N. L.	372	7,600		
25 Colon, N. Y.	135			
25 Gen., "	81			
	182	893	52,885	

FEBRUARY.				
2 Humber, Boston,	70			
14 Azor, "	1,185			
21 City of Dallas, N. Y.	151			
27 Young America, "	2,945			
27 Colon, "	69			

MARCH.				
30 Bart. Gosnold, N. B.	817	333		
31 A. Blake, Marion,	82	20		
	2,305	3,367		

APRIL.				
1 Syren, N. B.	33	5,483		
1 L. P. Simmons, N. L.	443			
2 Flying Fish, "	200			
7 Europa, N. B.	1,000	15,000		
13 Helen Ma. N. B.	100	1,500		
13 C. H. Freight, "	101	301		
15 Ceylon, "	1,560	5,410		
16 Mermaid, "	43			
25 Colon, N. Y.	100			
25 Alfred Keen, Bst'n,	175			
27 Deadmona, N. B.	375	875		
29 do, on freight,	100			
29 Carondelet, N. Y.	68	8		
24 G. City, Ferdinandina,	375	230		

MAY.				
1 Arrola, N. B.	620	125		
do, on freight,	410			
2 Marcelia, N. B.	1,093			
3 Colon, N. Y.	600	230		
4 Azor, Boston,	210	510		
14 Fleetwing, "	4	24		
15 Roman, N. L.	1,425	300		
15 do, on freight,	4	580		
22 Carondelet, N. Y.	68	8		
24 Stafford, N. B.	375	230		

JUNE.				
5 G. W. Morton, N. Y.	250	985		
6 G. W. Wood, N. B.	1,013	596	545	
6 Triton, "	1,334	1,300		
8 Atlanta, "	60			
14 President, N. B.	172			
15 W. E. Adams, N. B.	950			
15 Merlin, N. B.	809			
20 Crescent City, N. Y.	15			
20 Alps, "	15			

JULY.				
1 Elvie Allen, N. B.	2,273	72		
3 Mattapoliet, "	1,151	20		
3 Wm & Anthony, N. B.	593	22		
3 Colon, N. Y.	593	22		
6 Azor, Boston,	555			
16 Acapulco, N. Y.	280			
16 Eliza Adams, N. B.	1,140	300	1,240	
do, on freight,	390			
30 W. E. Phillips, "	730			
30 Ellen Ripah, "	110	220		

AUGUST.				
2 Agate, N. B.	300	100		
12 Sanizad, N. B.	60			
15 W. E. Adams, N. B.	105	10		
16 W. A. Small, "	1,650			
17 California, "	504			
20 W. A. Geozler, Prvt'm	30	30		
24 Catalpa, N. B.	40			
25 N. J. Knight, Prvt'm	160	350		
25 Wm. Frazier, N. B.	809	134	729	
27 Canina, N. Y.	274			
28 W. H. Hatfield, Prvt'm	190			
29 Acapulco, N. Y.	584			

SEPTEMBER.				
4 C. M. Parker, N. B.	105	200		
12 Union, "	7	7		
14 Rising Sun, "	100	200		
14 A. Hicks, "	100			
14 Wm. Wilkin, "	100			
14 Rosa Baker, "	310			
15 Azor, Boston,	350			
15 Arizonia, Prvt'm	150	200		
15 W. E. Simmons, "	75	200		
16 Edward Lee, "	180			
16 Petrel, N. B.	120			
19 Black Hawk, N. Y.	75			
20 Wm. Corning, "	75			
22 Antarctic, Prvt'm	80			
22 S. E. Lewis, Boston,	135			
24 Quikstep, N. B.	75	15		
24 Com Morris, "	72			
do, on freight,	44			

LIST OF WHALERS IN PORT. NEW BEDFORD.

Ship California, Brightman, Pacific.	
Daniel Webster.	
Bark Andrew Hicks, Hicks, Atlantic, Oct.	
" Catalpa.	
" Commodore Morris.	
" E. B. Phillips, Francis, Atlantic.	
" E. Corning.	
" Merlin, Sturges, Indian Ocean, Oct.	
" Progress.	
Brig E. H. Adams, West, Atlantic, October	
Brig Golden City.	
" Petrel.	
" Union.	

FAIRHAVEN.

Schr. Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

	Sp.	Wh.	Bone.
Coral,	180	375	
do, on freight,	682	450	
Janet,	600	600	
Mercury,	600	200	
Milton,	1,740	200	
Oxpry,	240		
Pacific,	300	25	500
Reino,	300		
Wave,	190		

THE New-York Times.

A Political, Literary, and General Newspaper.

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MUNICIPAL, STATE, AND GENERAL GOVERNMENT.
ESTABLISHED 1851.

In 1876 The New York Times will complete its twenty-fifth year of existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, The Times has always borne a very high reputation throughout the United States. It is free from all obnoxious advertisements and reports, and under no circumstances whatever are "personal announcements" of the kind which are allowed to appear in its columns. The disgraceful lures of quacks and medical pretenders, which pollute so many newspapers of the day, are not admitted into the columns of The Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous journals and has opposed those attacks on our civil liberties which are the basis of Society which are so frequently made, and which have led to so much misery and crime.

As a political journal, The Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of any leaders. Its attitude is that of independence within the Republican Party, for in that way can the interests of the people be most efficiently served. Party government is essential to a constitutional country, and when journals profess to have "no party," they are really doing harm to the principles of the Republic. The Times is faithful to the convictions and aims upon which the Republican party is based, but it is not the mouthpiece of a clique. It was not originally established as an "organ," nor has it ever received any "favors" whatever from the party with which it has been identified. It has supported the Republican Party in the past, often at its own risk and loss, and always because it believed that the party was founded on sound and patriotic principles. But its support has been freely and impartially rendered, and it will never consent to become a mere tool of the party.

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There is a Lone Cool Nook.

There's a lone cool nook where the shade is deep,
And the waves of a river softly run
To the shore where odorous muskrats creep
From dripping rocks when the day is done.
Between green rushes and silver reeds,
Where dragon flies are ever at play,
A winding path to the water leads,
And there a boat lies rocking away—
Rocking, rocking, at rest and asleep,
In that lone cool nook where the shade is deep.

When the day is hot you can lie at rest
In the boat and dream till the sunlight fades,
While the loving sounds that the ear loves best
Are whispered by waves and the long reed blades,
And a vine with trumpet blossom of red
Is lightly flung on the branches high
Of a leaning tree. In such a bed,
Forgetting the world, you may idly lie,
Rocking, rocking, at rest and asleep,
In that lone cool nook where the shade is deep.

And at night, when the sky is full of stars,
When shadowy birds fit down the shore,
And the water glides to the sandy bars,
You may touch the waves with a noiseless oar
Till you float far out on the shining stream
Where winds from the corn land freshly blow,
And there you may gently drift and dream,
With stars above you and stars below—
Drifting, drifting, may dream and rest
On the peaceful river's cool sweet breast.
—Washington Star.

A Friend in Need.

They used to make fun of him at the office. He was a queer old fellow, with a solemn face, and what we thought ridiculously polite ways. He would take off his hat when he came in, and say:

"Good morning, gentlemen. I trust I see you all in good health this fine day."

And some of the boys would nod—and some wouldn't do anything; but I never could help standing up and bowing, perhaps because I knew that my mother would have said I ought to do it.

To be sure, he was only on salary like ourselves, but had been at R—& B—'s twenty-five years, and young fellows had come and gone, and there he was.

And, you see, it was gentlemanly of him, I said; and if he was a little creature, with a queer little wig, why he looked something like a gentleman, too. I said so once to Merrivale, next desk to mine; but—well—I didn't try it again.

You see, Merrivale was up to everything, dressed elegantly, sneered at everything almost, and I'd come from a country town and he was a city man.

Nobody down on "Old Dumps" as he was, especially after he made us that speech about our conduct to the ladies.

Dumps made the speech, you know; and it was Merrivale who had said the lady only came in to look at him.

I'm sure she really wanted to know the way to the street she asked for; and how she colored and hurried off!

And Dumps with his brown wig, looked to me like the gentleman that day; and Merrivale with his fine curling hair and black mustache and broad shoulders, like a puppy.

"The man who calls a blush to the cheek of a good woman by look or tone must have forgotten his mother," said Old Dumps. "When that lady asked you a civil question, she relied on her belief that you were a gentleman, Mr. Merrivale. When you answered her as you did, and spoke of her as you did, any one could read your insulting thoughts, Mr. Merrivale: and you did not even rise from your seat, sir. You proved that she was very much mistaken."

"Mean to say I am no gentleman?" said Merrivale.

"In this instance, sir," said Old Dumps, "you certainly have not conducted yourself as one should."

Merrivale pulled his coat half off, and pulled it on again. "I saw you do it," said he. "He knows he's safe. There'd be no fun in knocking down an old bag of bones like that. I could do it with my little finger. But you attend to your own business, will you, Old Dumps? I can behave myself without your advice, and that ain't the first woman that's come in just for a sort of flirtation. I'm used to that sort of thing, I am."

"Mr. Dumps is right this time," said I. "Bah!" said Merrivale. "You're from the country."

"Thank Heaven for it, then, my young friend," said Dumps, and sat down.

After that Merrivale was never even half way civil to Dumps, and the boys followed Merrivale's lead. But I liked the old fellow. When we met in the street, I'd take off my hat and shake hands, and say some of those polite things that mother used to teach me

to say. And I wrote of him to mother, and she said she was glad that her boy knew what was due to a good old gentleman. But after all, in the office, you know what the boys thought and said had his influence.

Who were the boys? Why, there was Merrivale, with his darling airs, and his way of letting you know he was a favorite with the women.

And Carberry, who didn't care about style, and knew the city.

And Stover, who used to come with red eyes and head aches, and boast that he'd been making a night of it.

I was lonely enough in the great city, and I should have liked to join company with Dumps and walk home with him from church sometimes, but I was afraid of meeting one of the boys, and I never did. But I would bow to him, and we took our hats off to each other always.

Sometimes, when I lived at Haredale with mother, I've seen the sky beautiful and bright and blue one hour, and the next black with the clouds of a thunderstorm. Just that way my trouble came to me—an awful trouble—such as I could not have dreamt of.

I had written to my mother that I was doing well and liked my business, and would be down to see her on Sunday, when I was sent for to go into the inner office; and there—I can't go through with it—I can't even remember details; but I was charged with being a thief.

You'd have to understand our particular business, as well as book-keeping, to know how I was supposed to have done it; but I believed I had robbed them of one hundred pounds.

They urged me to confess. I was innocent, and I said so. Then they told me they did not wish to be hard on me. I was young. The city was a bad place for boys. They would be merciful, and only dismiss me without recommendation! All I could say had no effect.

They proved me guilty before they accused me they said; and at last I staggered out into the office. The boys were getting ready to go home. I saw they knew what had happened.

"None of you believed this of me," said I. "None of you who know me?" And Merrivale said:

"Look here, Forrester, you're very lucky to get off so."

And Carberry said:

"Now come, we know too much to be fooled. It's always yours boots of a good young man that does these sort of things."

And Grab said:

"I say, Forrester, don't talk too much; you'll give yourself away."

And Stover said:

"Oh, go take a glass of brandy and water, and don't go on like a girl about it."

And what with shame, and rage, and grief, I could have died; when out of his dusty corner came little Old Dumps, in his little snuff-colored overcoat, and held out his hand.

"Mr. Forrester," he said, "I've watched you ever since you've been here. I know what you are. You are incapable of a dishonest act, and what is more I will prove it before I rest. The man who respects others always respects himself. The man who honors his mother will do no dishonorable thing."

He took my hand in his arm, and bowing to the others, walked out into the street with me. I heard Grab and Stover and Carberry laugh, but Merrivale gave us a furious look, and stood white to the lips, looking after us.

"Mr. Dumps," said I, "I thank you for your confidence in me. I deserve it—in this, at least; but it saves my heart from breaking under this disgrace. How shall I tell my mother?"

"Don't tell her yet," said he. "Wait. Others shall think of you as I do soon."

Then we went on in silence. He took me to his own room, where he kept bachelor's hall. He made tea for me, and served me with sliced potted beef and thin bread and butter.

The room was a strange, old-fashioned place, enough like a room in a story—and there was a miniature of a young lady in the costume of forty years before, on the wall over the mantel; and of book-shelves, old, calf-bound volumes—Fielding's Amelia, Thaddeus of Warsaw, Evelina—I can't tell you all of them; and on a stand near the fire, the prayer-book, with the book-mark hanging from it.

And it was not until we had done tea that he said to me very apologetically, after I had called him Mr. Dumps:

"Mr. Forrester, excuse me; but I am not named Dumps. That is the name by which the young men at the store considered it witty to call me. I confess

I could not see the wit; but it rather hurt them than me. I saw by your manner that you had made a mistake. My name is Adams."

I was so much ashamed of having used the nickname, innocently as I did it, that I could have cried.

But my old friend comforted me. I think that but for his sympathy that night I should have taken my own life. I did not believe he could help me even then.

But he did. I said I could not tell you just what they accused me of doing unless you knew the ins and outs of our business. And I can't tell you how he did it for the same reason. But one day he came to me, flashed with triumph, and took both my hands and shook them hard, and said:

"My dear boy, it's all right. I'd watched before and had a clue. Your character is cleared. The firm welcome you back, with regrets that they should have suspected you, and the real culprit is found. The real culprit is Merrivale, and Stover is his accomplice."

And so it really was. They had doctored my books and meddled with my proofs. They made me out a thief as plainly as though I had been one, and they never guessed that "Old Dumps," with his suspicious air, had played detective, and was able to come to my rescue in the hour of need.

I went back to my situation and I've got on well ever since; but there's more of my story. Think of my dear Old Dumps turning out to be my uncle—my mother's own brother—and neither of us guessing it.

Long ago other people had quarreled, and so separated these two, who were always friends.

Think of the little man in the shabby wig and coat proving to be quite rich, and going down into the country to live with his sister for the rest of his life.

In vacations and holidays I go to see them. They are happy together, and the little tea table is set with the old china, and there is potted beef and jelly and I'm petted like a child. And in my uncle's room the old miniature of the young lady hangs on the mantel-piece as it did in his lodgings.

And once he told me its sweet, sad story, and I knew why the quaint old man in the office had a more true and tender gallantry to women, and was a braver friend and more perfect gentleman than the young fops who grinned at him from the high stools between his desk and the window, and gave him the nickname of Old Dumps.

THE MANUFACTURE OF BURGLARS' TOOLS.

Since the old-fashioned modes of robbery by highwaymen and garroters have given place to the scientific burglaries of modern days, a demand has been created for thieves' implements, made with all the improvements obtainable by means of our advanced mechanical science and increased general facilities. This demand has not been unheeded by that large and influential class of people who are always ready to turn an opportune penny, be it honestly or otherwise, and the burglars of our time and country can boast having as perfect-finished tools as any reputable workmen.

The largest manufactories of burglars' tools are in New York, Philadelphia, and the West, and the men who are engaged in the business are frequently of a class who would never contemplate any direct deed of crime. The tools are made partly in one place and partly in another, no maker ever turning out a complete implement for fear of discovery and consequent trouble. A complete set of tools numbers forty pieces, and is worth from \$250 to \$400, so that the manufacturers carry on a paying business. It is very difficult to secure the conviction of makers for lack of direct evidence, and even when one is caught the punishment inflicted is not commensurate with the offence.

AN ACCESSORY DOG.

In the Criminal Court of Memphis, Mrs. Bobbitt is on trial on the charge of shoplifting. She has a trained dog who is charged with assisting the clerks and proprietors of the stores while the larcenies were alleged to have been committed. The dog was not indicted as accessory by the Grand Jury, but appeared in court to-day, probably with a view to be examined as a witness.

When about two o'clock in the morning you hear a man singing, "Hold the Fort, for I am coming," you may be sure that whiskey is his forte.

HOW A GIRL GOT INTO THE HAREM.

A few years ago an English woman, named Tompkins, who kept a shop at Pera, summoned from England, to aid her in her business, a young niece who proved to be extremely pretty and no less intelligent. Soon after her arrival she took it into her head to study Turkish, representing to her aunt that such knowledge would be of great advantage to their trade, as the Turkish ladies would naturally prefer to make their purchases where they could be understood without the aid of an interpreter. As the young girl was at once clever, ambitious, and industrious, she soon succeeded in acquiring the language, and numbers of the female members of the noble Turkish families came to the English shop. One day the pretty niece went to the harem of Prince Murad to take home some articles ordered by his principal wife. She never returned, and when her aunt sent in search of her she received a cool message of farewell from the young lady herself, who became

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A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
Men's White and Fancy Shirts, Under-shirts and Drawers,
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING,
WILLIAM R. WING, HIRAM W. WENTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store
SIMEON DOANE & SON

will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to the sea in ships," and will endeavor to give satisfaction in all business transaction, and shall keep constantly on hand a full assortment of

READY MADE CLOTHING -AND- FURNISHING GOODS.

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.
The business hereafter will be conducted under the style of DOANE & CO.
P. S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.
SIMEON DOANE. J. H. J. DOANE.

J. T. RICHARDSON,

At the NEW STAND, No. 15 South Water Street, New Bedford, Mass.,

—DEALER IN—

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
Custom and Ready Made
CLOTHING
GENTS' FURNISHING GOODS
FINE SHIRTS, DRAWERS, HATS,
SHIRTS AND DRAWERS, HATS,
and Caps, Paper Collars,
etc., etc.



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS
A cordial invitation is extended to my SEA-FARING FRIENDS to call and examine before purchasing elsewhere.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS

TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,
CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establishment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS. A cordial invitation is extended to you; call and examine, all of which will be sold at low prices.

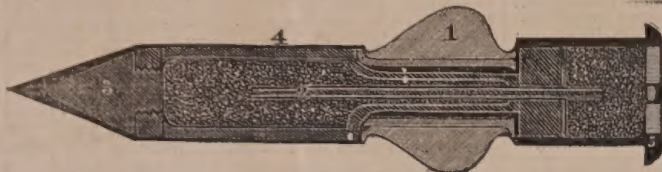
EDWARD T. TABER, JOSEPH R. REED, DARIUS F. GARDNER

WHALEMEN ATTENTION!

Bomb Guns and Lances.



THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE
CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,
— ALSO —
PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and examined them, to be SUPERIOR to all other kinds, and are recommended in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well under water as above, and has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 4 Taber's Wharf, - - - New Bedford, Mass.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PEELE SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,

NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle
man's, Furnishings of every description, also a complete assortment of Cloths, Cassimeres,
and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect.
Garments of all kinds made to order in the best style, and warranted to set at short notice.
Being thankful for past favors, would respectfully solicit a continuance of the same.
LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN.

MOSES C. SWIFT,



No. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,
which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our seafaring friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods

FOREIGN HOUSES.

BARBADOES WEST INDIES.

W. P. LEACOCK & CO.,

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owners,
agents and masters of whaling vessels, that,
they have succeeded in getting the tonnage due,
freight and whaling vessel's wages, removed from
the purpose of shipping their oil. They are
now allowed to ship whatever quantity of oil
they may desire on payment of twenty-four cents
per barrel of 31 gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was formerly
imposed.

The expenses attendant on shipment of oil at
this port are as follows:
A Package duty of twenty-four cents per barrel.
Harbor dues, \$3; Secretary's fee, \$3; and
a Harbor Police fee, as follows:—Vessels not
exceeding 100 tons, \$2; not exceeding 200 tons,
\$2.50; not exceeding 300 tons, \$3; exceeding
300 tons and upwards, \$4. This fee, however, is
not incurred unless the vessel remains over 24
hours.

They still continue as hitherto, to supply Stores
and negotiate Drafts on the same favorable terms
as well as receive and ship home oil at the rate
of One Dollar and Twenty Cents per barrel, (de-
liverable New York or Boston free of all other
charges except Insurance, which will be effected
on the most favorable terms when required.)
Masters of whaling vessels when coming into
the harbor are particularly cautioned against fac-
ing the services of any persons offering them-
selves as Pilots, as there are none licensed by the
Government, and none needed, there being no
obstruction whatever in the Bay.

On coming to anchor masters are also in-
formed that the middle part of Carlie Bay, from
Notbury to a Southerly direction, between
Needham's Point Buoy, and Pelican Reef, (on
the latter of which a large wooden Lazzaretto is
erected), is of great depth, varying from 20 to 30
fathoms, and by running well past the Buoy to
the leeward of the shipping in the lower part of
the Bay, they will find good bottom at from 6 to
8 fathoms.

There is now direct communication with the
place by mail, which leaves New York about the
23d of every month, and arrives here on the 5th
of the following month. All letters so forwarded
to our care will be safely received, and delivered
addressed. Masters of vessels calling on the
Harbor and not wishing to anchor may obtain
their letters by coming on shore in a boat, after
having been first boarded by the Health Officer
— and will only incur the expense of that officer's
fee—\$1.

New Bedford papers always on file for inspec-
tion.
W. P. LEACOCK & CO.
117

Boston, Clinton, Fitchburg & New Bedford R. R.



Boston Taunton, Providence, and Martha's Vineyard.

On and after Monday September 4th, 1876, trains will run as follows:

LEAVE NEW BEDFORD, For

Boston, via Boston and Providence Railway at 7.30, and 10.25 A. M., and 3.40 P. M. Return 7.30 and 11.10 A. M., and 4.35 P. M. Via Old Colony Railroad, 8 A. M. Return, 3.30 P. M.

Providence, at 7.30, and 10.25 A. M., and 3.40 P. M. Return, 8.00 and 10.50 A. M., and 4.40 P. M.

Taunton, at 7.30, 8.00, and 10.25 A. M., and 3.40 P. M. Return, 9 A. M., and 12.10, and 5.45 P. M. Dean street station, 4.20 P. M.

Myricks, at 7.30, 8.00, and 10.25 A. M., and 3.40 P. M. Return, 9.20 A. M., and 12.20, 4.40 and 6 P. M.

Howland's, at 8.00 A. M., and 3.40 P. M. Return, 9.20 A. M., and 6.10 P. M.

East Freetown, at 7.30 A. M., and 3.40 P. M. Return, 9.30 A. M., and 6.15 P. M.

Braley's, at 8.00 A. M., and 4.40 P. M. Return, 9.35 A. M., and 6.20 P. M.

Acushnet at 7.30 and 10.25 A. M., and 3.40 P. M. Return, 9.45 A. M., and 6.25 P. M.

Worcester via Mansfield and South Framingham, at 10.25 A. M., and 3.40 P. M. Lowell, at 10.5 A. M., and 3.40 P. M.

Fitchburg, at 10.25 A. M., and 3.40 P. M. Fall River, at 7.30, and 10.25 A. M., and 4.35 and 6 P. M. Return, 8.00, 9.15, and 10.50 A. M., and 4.40 and 6.20 P. M.

Newport, at 7.30, and 10.25 A. M., and 3.40 P. M. Return at 7.20 and 10.40 A. M., and 2.30 and 5.45 P. M.

New York via Shore Line, at 7.30, and 10.25 A. M. Return, 8.00 A. M., and 10.00 P. M. New York, via Stonington, at 3.40 P. M.

LEAVE TAUNTON, For

Boston, at 8.06, 9.10, and 11.10 A. M., and 4.30 P. M. Return, at 7.30 and 11.10 A. M., 2, 4, 35, and 5.30, P. M.

Providence, at 8.10, and 11.15 A. M., and 4.40, 4.35 and 6 P. M. Return, 8.00, 9.15, and 10.50 A. M., and 4.40 and 6.20 P. M.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, For

Boston, Middleborough, Bridgewater at 7.45 A. M., and 2.30 P. M.

Mattapoisett, at 7.45 A. M., 2.30 and 4.40 P. M. Marion, at 7.45 A. M., 2.30 and 4.40 P. M. Tremont, at 7.45 A. M., and 2.30 and 4.40 P. M.

Cape Cod, at 7.45 A. M., and 4.40 P. M. Nantucket, at 7.45 A. M.

Plymouth, at 7.45 A. M. LEAVE BOSTON, via Old Colony Railway, at 8 A. M., and 4 P. M.

LEAVE SANDWICH at 7.50 A. M., 2.57 P. M. LEAVE HYANNIS, at 7.05 A. M., and 2.07 P. M.

LEAVE TREMONT, at 10.00 A. M., 3.55 and 5.40 P. M.

LEAVE MARION, at 10.15 A. M., 4.15 and 5.52 P. M.

LEAVE MATTAPOISETT, at 10.25 A. M., 4.25 and 6.04 P. M.

Passengers from Way Stations on Old Colony Railway will take the 3.35 P. M. train from Boston.

WARREN LADD, Asst. Supt. sept. 4, 1876.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a partnership for the purpose of carrying on the Express business under the name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office No. 112 Union Street, daily (Sundays excepted) for Boston, Providence, Taunton and Way stations at 6.45 and 7.15 A. M. Mid-day Express from office 9.45, Depot at 10.10 A. M. Afternoon Express, from office 3.10 and Depot at 3.40 P. M.

This Express so long and favorably known to the public, now offers superior facilities to all persons wishing to transact business in the principal cities and towns in the United States and Canada.

Specie, Bank Notes, and other valuables, safely transported, and Notes, Drafts, Bills, Coupons, &c., promptly collected. Goods of all descriptions forwarded with despatch.

This Express connects with the Falmouth, Vineyard Haven and Edgartown, (Martha's Vineyard).

H. & Co. have the exclusive agency for the sale of Tickets via New York and Erie, New York Central and Pennsylvania Central Railroads, and their connections to all points South and West. Tickets for sale and information freely given at our office.

OFFICES:—In Boston, 34 Court Square, and No. 9 Milk Street, opposite the Old South Church.

Providence, 34 Dorrance street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union street.

A. D. HATCH, GEO. C. HATCH, CALVIN RAYMOND, JR.

New Bedford, May 20, 1870.

DAVENPORT, MASON & CO'S NEW YORK EXPRESS.

Daily, via Fall River, Providence and Stonington, connecting with ALL THE EXPRESS COMPANIES in New York, North, South and West, California and Sandwich Islands, having competent Messengers who accompany each Express, our customers may rely upon orders being promptly answered and all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

Scribners' Monthly for 1876

THE publishers invite attention to the following list of some of the attractive articles secured for Scribner's Monthly, for the coming year. In the field of fiction, besides numerous novelettes and shorter stories, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our hands,

"GABRIEL CONROY,"

By Bret Harte.

Begins in the November number, and will run for twelve months. This is Mr. Harte's first extended work. The scenes and characters, which the author has chosen from his favorite field, California, are painted with characteristic vividness and power; and the work is without doubt the most graphic record of early California life that has yet appeared.

We shall also begin in the January No.

"PHILIP NOLAN'S FRIENDS,"

Or Show Your Passports.

BY EDWARD EVERETT HALE.

The scene of this story is laid in the South-western territory, now forming the States of Louisiana and Texas, at the time of Aaron Burr's treason. The characters lived in a section which was now American, now French, and now Spanish, and this record of their adventurous lives makes a story of intense and unflagging interest throughout.

A SECOND "FARMER'S VACATION,"

BY COL. GEORGE E. WARRING, JR.

Col. Warring is now in Europe, visiting in a row-boat side of two hundred and fifty miles, one of the most fertile and interesting of the vine-growing valleys of Europe. The second series of papers promises to be even more interesting than that with which our readers are already familiar.

CENTENNIAL LETTERS,

Edited by John Vance Cheney.

A rare collection of Revolutionary Letters, mainly from stores in the hands of the descendants of Col. Joseph Ward. They are full of interest, and will be read with a rare relish in connection with the Centennial Celebration of the year.

BRILLIANTLY ILLUSTRATED ARTICLES ON

AMERICAN COLLEGES.

Written respectively by their friends, will appear during the year. The reviewer's interest in college life makes these papers especially timely, and will secure for them unusual attention.

OLD NEW YORK.

Elegantly illustrated articles on Old New York, by John F. Mims, will appear at once, and will attract the attention of all, in city or country, who seek with interest the development of the great metropolis, and affectionately remember the quaint peculiarities of its olden time.

Every number is profusely illustrated, thus enabling us to give to our descriptive and narrative articles, an interest and permanent value never attained in a non-illustrated periodical. Under its accustomed management, the magazine will in the future be devoted to the history of the past, to sound literature and Christian progress.

THE EDITORIAL DEPARTMENTS

occupy over twenty pages of each number and contain Dr. Holland's vigorous and timely editorials, as well as Reviews of the latest works in Art, Literature and Science.

TERMS:

\$4 a Year, in advance; 35 cents a No.

The 10 volumes complete, Nov. 1870, to Oct. 1876, bound in maroon cloth, \$20.00.

In half morocco, 30.00

Volumes begin in November and May.

Any of the earlier volumes (I to VIII) will be supplied separately to parties who wish them to complete sets at this rate, i. e., cloth, \$2.00; half morocco, \$3.00.

Booksellers and Postmasters will be supplied at rates which will enable them to fill any of the above orders.

Subscribers will please remit in P. O. Money Orders, or in Bank Checks or Drafts, or by Registered Letters. Money in letters not registered, at sender's risk.

SCRIBNER & CO., 743 Broadway, New York.

TO THE WORKING CLASS—We can furnish

you employment at which you can make very large pay, in your own locality, without being from home over night. Agents wanted in every town and county to take subscribers for the Centennial Record, the largest publication in the United States—16 large volumes, 64 columns; elegantly illustrated, terms only \$1 per year. The Record is devoted to whatever is of interest connected with the Centennial year. The Great Exhibition at Philadelphia is fully illustrated in detail. Everybody wants it. The whole people feel great interest in their Country's Centennial Birthday, and want to know all about it. A cleant patriotic crayon drawing premium picture is presented free to each subscriber. It is entitled, in remembrance of the One Hundredth Anniversary of the Independence of the United States. Size, 23 by 35 inches. And one can become a successful agent, for but show the paper and picture and hundreds of subscribers are easily obtained everywhere. There is no business that will pay like this at present. We have many agents who are making as high as \$20 per day and upwards. Now is the time; don't delay. Remember it costs nothing to give the business a trial. Send for our circulars, terms and sample copy of paper, which are sent free to who apply; do it to-day. Complete outfit free to those who decide to engage. Farmers and mechanics, and their sons and daughters make the very best of agents.

THE CENTENNIAL RECORD,

6m Portland, Maine.

New Bedford and New York STEAMSHIP COMPANY.

DAILY LINE.

Fare Cheaper than by any other Route.

Steamer CITY OF NEW BEDFORD

A. C. FISH, Commander.

Steamer CITY OF FITCHBURG,

C. H. SPRINGER, Commander.

On and after MONDAY, Nov. 8th, the Steamers of this Line will run daily, (Sundays excepted), between New Bedford and New York, leaving New Bedford, from Commercial wharf, at 9.30 P. M., and New York, from Pier 39, East River (near foot of Market street), at 4.30 P. M.

The accommodations for passengers and freight are first-class, in every respect having all the modern improvements possible for steamers of this class.

Passengers from New York make close connections with steamers for Martha's Vineyard, Woods Hole, Oak Bluffs, Falmouth Heights, Edgartown, Nantucket, and with the New Bedford Railroad for points on those roads and connections. State-rooms may be secured at the Parker House, or at the office of the Company, 6 Commercial wharf.

Fare \$3 each way.

Freight forwarded to all points West and South at the lowest rates.

Positively no freight received after 3 o'clock.

For further information apply at office of BULLING & DAVIS, Agents, 46 South street, New York, or at office of Company, 6 Commercial wharf.

1870-75-76 FRANK H. FORBES, Agent.

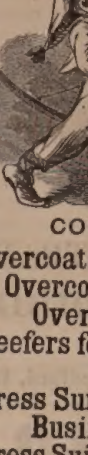
POTTER & CO.'S

New Bedford and New York DAILY EXPRESS.

Via New Bedford and New York Steamship Line.

OCTOBER 3, 1876.

NOW READY!
THE LATEST
FALL AND WINTER STYLES
OF CLOTHING, AT
CHARLES FISHER'S



CONSISTING OF
Overcoats for Men,
Overcoats for Boys,
Overcoats for Children,
Reefers for Men,
Reefers for Boys,
Dress Suits for Men,
Business Suits for Men,
Dress Suits for Boys,
School Suits for Boys,
Childrens Dress and Play
Suits,
AND A LARGE ASSORTMENT OF
CHEAP
CLOTHING
For Men and Boys to Select From
—A T—
Charles Fisher's
64 PURCHASE STREET,
New Bedford, Mass.
OPPOSITE CITY CLOCK

THE WELLS TEA COMPANY
Importers of
Pure China and Japan Teas,
201 Fulton Street,
P. O. Box 4,560. NEW YORK

THE WELLS TEA COMPANY
Supply Teas to Storekeepers, in original
packages, at lowest import prices, as per
sample sent on application.

THE WELLS TEA COMPANY
Supply Teas to Druggists, General Dealers,
and others, packed in handsome sealed
packages of one pound each, in canisters of
the same capacity, and in 5 lb., 10 lb. and
20 lb. boxes. Full particulars on applica-
tion.

THE WELLS TEA COMPANY
Supply Teas to Peddlers in half pound and
one pound bags, plain or printed, at a most
liberal discount than is given elsewhere.

THE WELLS TEA COMPANY
Supply Teas for Club Orders, and allow
larger commission than usual, and in all
cases guarantee the quality of our goods.
Forms sent when required.
Send for circular and please say under
which of the foregoing heads you desire
particulars, so that we may send you the
information necessary without further
trouble.

THE WELLS TEA COMPANY
Is one of the largest and most reliable
houses in the trade; all parties requiring
Tea in quantities will do well to send their
orders direct.
sept26'76 76

RICHARD S. HOWLAND,
SHIPPING
AND
COMMISSION MERCHANT,
No. 313 Davis Street,
SAN FRANCISCO,
California.
P. O. Box 382.
REFERENCES:
George & Matthew Howland, } N. Bedford
Ivory H. Bartlett & Sons, }
William W. Crapo, Esq., }
Charles Brewer & Co., Boston.
Owen & Clark, Providence.
E. A. Mauriac, 4th Nat. Bank, New York
mch29'76 tf

H. A. POLHAMUS **H. A. POLHAMUS, JR.**
H. A. POLHAMUS & SON,
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, &C.,
OFFICE, 140 FRONT STREET,
NEW YORK.
ESTABLISHED 1841.
may7'72

CHARLES R. SHERMAN,
DEALER IN
NAUTICAL, MATHEMATICAL, AND
OPTICAL INSTRUMENTS,
Charts, Nautical Books, Patent
Loga, Stationery, &c.,
No. 49 North Water Street,
NEW BEDFORD.
SEXTANTS, QUADRANTS, SPY-GLASS
COMPASSES, &c., repaired in a workmanlike
manner, and on reasonable terms.
All orders thankfully received and
promptly executed.
oct29'74 1y

\$5 to \$20 per day at home. Sample
sent. Main day. Agents wanted. O. B.
\$12 a day, and terms free. TRUE & CO.,
Quincy, Maine.

NEW YORK, January 24th, 1876,
The Trustees in conformity to the order of the Company, submit the following statement of its affairs on the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875....	\$5,340,021.88
Premiums on Policies not marked off 1st January, 1875.	2,455,272.87

Total amount of assets,.... \$16,19,940.42
Six per cent. interest on the outstanding
certificates of profits will be paid to the holders
thereof, or their legal representatives, on
and after Tuesday, the first of Feb-
ruary next.
The outstanding certificates of the issue
of 1872, will be redeemed and paid to the
holders thereof, or their legal representa-
tives, on and after Tuesday, the first of
February next, from which date all inter-
est thereon will cease. The certificates to
be produced at the time of payment, and
cancelled. Upon the certificates which were
issued for the premium the payment of in-
terest and redemption will be in gold.
A dividend of FORTY PER CENT. is de-
clared on the net earned premiums of the
Company, for the year ending 31st Decem-
ber, 1872, which will be presented and re-
deemed on and after Tuesday, the fourth
of April next.
By order of the Board,
J. H. CHAPMAN Secretary.

J. E. BLAKE & CO.,
Druggists and Apothecaries

J. E. BLAKE & CO.,
84 North Second Street, cor. Middl

Yellow Metal and Copper Sheathing:
BOLTS, SPIKES, NAILS, & C.,
Old Metal taken in exchange.

John P. Knowles, 2d, Agent.
Corner Commercial and Front Sts.
NEW BEDFORD, MASS.
apr2-72

PHINEAS WHITE, JR.,
—FURNISHES THE—
PENDULUM PUMP

THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.

Mr. J. H. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of Plumbing on the most reasonable terms. Call at No. 24 William street.
je8'75 1y

I. H. BARTLETT & SONS,
(Established in 1819.)
PURCHASERS OF
Oils, Wharfedale, Leeds.

ON COMMISSION.
NEW BEDFORD, MASS.

IVORY H. BARTLETT, JR.,
GEORGE F. BARTLETT.

CHARLES T. BONNEY,

ATTORNEY AND COUNSELLOR AT LAW
AND
PROCTOR IN ADMIRALTY.
No. 42 North Water Street.

NEW BEDFORD,
Whaling voyages and martime claims
settled with dispatch.
may 2'76

WHALING GUNS.

THE subscriber flatters himself that his **BOMB LANCE** for killing whales has the reputation so thoroughly established

The Lances are for sale by the following Agents, and at the manufactory, by

Norwich, Ct., Feb. 20th, 1878.
 AGENTS,
 Edward P. Haskell, New Bedford, Mass.
 Union Wharf Co., Provincetown, Mass.

Heman Smith, 21 Fulton street, Boston.
Crocker, Wood & Co., New York City.
Williams & Barnes, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
F. A. BARKER, Russell, Bros. of London.

New Zealand, Feb 20 '7

The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, OCT. 3, 1876.

IMPORTS			
Of Sperm and Whale Oil and Whalebone into the United States, for the week ending October 2, 1876.	Bls.	Wh.	Lbs.
New Bedford.	3,260	.....	.....
Schr. Golden City, New York.	1,260	.....	.....
Steamer Crescent City, New York.	1,180	.....	.....
Canina.	.....	.....	.....
Total.	5,700	.....	.....
Previously.	29,583	28,856	70,515
From Jan. 1 to date.	30,523	28,856	70,515
Same time last year.	32,043	30,191	204,639
Exports for the week ending October 2, 1876.			
Previously.	18,049	9,428	122,408
From Jan. 1 to date.	18,049	9,428	122,408
Same time last year.	14,347	4,373	154,458

NEW BEDFORD OIL MARKET.

For the week ending October 2.

SPEER.—Has been in active demand and a further advance in the price established. Sales were made of 75 bbls. at \$1.25; 300 do. at \$1.27; 650 do. at \$1.28; 200 do. at \$1.30, and 235 do. inferior quality on private terms, all for manufacture.

WHALE.—Is less active, the only sale since our last being 225 bbls. Northern, at 59 cents per gallon for manufacture.

FOREIGN OIL MARKET.—The circular of Messrs. Bowes, Game & Co., dated London, September 14th, says:—There is nothing fresh to report in this market, the demand for all descriptions being very sluggish, and there is no alteration in quotations.

Whalebone.—Has been in increased demand during the past week; nearly all the Davis' Straits cargoes are now sold. The parcel per "Edipus," lately arrived at Peterhead, has been bought at \$250 per ton.

IMPORTATIONS.

Per steamer Canina, at New York, 25th ult., from Bermuda:—180 bbls. sperm oil, from bark Sarah, to John F. Knowles, 2d., New Bedford.

Per steamer Crescent City, at New York, 25th ult., from San Francisco:—160 bbls. sperm oil, from bark Norman, to Loum Snow, Jr., New Bedford.

LETTERS.

A letter from on board bark John Dawson, Babcock, of this port, reports her off Mahe, August 5th, with oil as last reported. Bound into Mahe and thence to Coast of Arabia.

A letter from Capt. Wilson, of bark Linda Stewart, of this port, reports her at sea, in July, no lat. &c., boiling a 60 bbl. sperm whale.

A letter from Capt. Mosher, of bark Gazelle, of this port, reports her at Tongatabu, July 21st, having taken 85 bbls. sperm oil since leaving New Zealand. Reports saw June 18th, bark Hunter, Holt, New Bedford, 70 bbls. sperm oil since leaving port; July 14th, bark Lagoda, Lewis, do. 100 do.

A letter from Capt. Allen, of bark Greyhound, of this port, reports her at sea, August 7th, with oil as last reported. Would be at Mahe in January.

A letter from Capt. Buddington, of schooner Lizzie P. Simmons, of New London, reports her at Bravo, C.V.I., July 25th, all well.

A letter from Capt. Moulton, of bark Tamarlane, of this port, reports her at Hobart Town, July 15th, with oil as last reported. Was fitting for another year, and will be at home in August next.

Correspondence of the Shipping List.

FATAL. September 7th, 1876.—Arrived at this port August 29th, bark Desdemona, Vincent, New Bedford, with 20 bbls. sperm oil, and sailed next day; September 3d, Sunbeam, Gifford, do. 445 sperm—landed; 4th, Hadley, Cleveland, do. 400 sperm 15 whale—landed; 6th, Laconia, Gifford, do. 160 sperm—landed; schooners C. L. Sparks, Sparks Provincetown, 400 sperm; Charles Thompson, Leach, do. 50 sperm 25 humpback. The brig Gazelle, Silva, of this port, has on board 280 bbls. sperm oil—all told.

OBITUARY.—It has become our painful duty to record the departure of another of our highly respected citizens, in the death on the 25th ult., of Hon. BENJAMIN RODMAN, in the 53d year of his age. Genial and unassuming in manner, liberal in sentiment, generous without ostentation and until past the prime of life extensively engaged in commercial pursuits, Mr. Rodman was widely known and universally beloved. Of an enthusiastic and sanguine temperament he ever took a lively interest in the promotion of local improvements and the growth and prosperity of his native town, and his occasional contributions to the columns of the MERCURY on this subject have extended through a period of nearly half a century. His services as a member of the Massachusetts Senate and of the Governor's Council won him honorable distinction as a legislator. The latter period of his life has been passed in comparative retirement in the enjoyment of an ample property and the society of a large circle of friends and family connections, who ever realized a high source of pleasure in the genial humor and rich and abundant stores of knowledge that pervaded his conversation.

SOUTH AMERICAN MAILS.—There being at present no direct mail communication between the United States and Brazil, correspondence for Brazil and the Argentine Confederation can only be forwarded to their destination via England at the postage rates by British mail published in the table of postage to foreign countries. Postmasters should cease taking postage at direct mail rates for these points. The letter rate to Brazil is 21 cents for each half ounce; for the Argentine Confederation, 25 cents for each half ounce. Newspapers for Brazil or Argentine Confederation, 4 cents each; other printed matter for either country, 4 cents for each two ounces or fraction thereof. There are 1,800 letters for Brazil now lying at New York waiting opportunity to be sent direct to Brazil; the postage on them not being sufficient to carry them by the British mail.

THE GREAT BLAST.—The New York papers give minute descriptions of the Hell Gate mine on the 24th ult. An immense assemblage of not less than one hundred and fifty thousand persons had collected to witness the explosion, not withstanding the drizzling rain, and as the thrilling moment approached, Mrs. General Newton with her little three year old daughter and nurse arrived at Pot Cove in a government scow. The wires were arranged and General Newton gave the signal. The box of the Morse instruments was opened, and the key placed in the hands of Mrs. Newton by the General. The nurse approached the instrument with little Mary in her arms, the mother took the child's chubby little hand in hers, and the finger pressed the key. That closed the circuit and the lightning flashed on its mission. A dull rumble, a shock that was felt distinctly but not severely, and then the river in front of Hallett's Point seemed to leap from its bed, and to hurl itself in a white foaming mass between 50 and 100 feet up into the air. There it seemed to remain suspended for twenty seconds over the whole three acres covered by the mine, like beaten froth. As the upheaval ceased General Newton exclaimed, "A splendid blast—perfectly successful." "Yes, perfectly successful," said an engineer, and everybody rushed to congratulate the General on the evident success of his great work, which has been in progress, with interruptions, during the last six years, at an aggregate cost, thus far, of \$1,600,000. The estimated cost of completing the improvements of Hell Gate and East River is about \$5,000,000, and will occupy probably twelve to eighteen months. The present channel between Flood Rock and Hallett's Point is about 600 feet wide. It is proposed to clear away Flood Rock, which will widen the channel to 1,200 feet. The previous depth of the East River a hundred feet from the edge of the copper dam was from six to seven feet at the utmost, and is now not less than twelve feet of water and in some places twenty-five feet. The steamer Providence of the Fall River line, at 6 o'clock on Sunday, when the tide was at half ebb, passed along the place of explosion without obstruction, fifty feet nearer the Point than any steamer ever before. It is understood that General Newton is perfectly satisfied with the result.

THE INCOME TAX.—In the United States Circuit Court in Providence on the 25th ult., Judge Knowles delivered the opinion of the Court in the case of action at law, United States vs. Rowland G. Hazard, to recover the sum of \$17,451 for tax in the defendant's name, in 1868. The defendant pleads in bar to recover the payment of defendant, of the assessment made by the United States Assistant Assessor, with the added penalty of 50 per cent. United States Attorney Gardner demurred to this and other pleas, and the opinion of the Court sustains the demurrer, following the principle of the decision of the United States Supreme Court in the case of the Dollar Savings Bank vs. the United States. The case is important as it is the first one instituted to recover an income tax after a citizen had paid the tax assessed by the United States Assessor, with 50 per cent. penalty. The judgment of the Court sustains such action.

In the case above cited, the Hon. R. G. Hazard of Newport, made no return of his income to the United States Assessor for the year 1868, and the Assessor assessed him as the recipient of an income on which the legal tax was \$939.50. To this 50 per cent. was added as the penalty for not making a return of his income under oath as the law required, and Mr. Hazard paid the whole sum, \$1,339.25, and probably considered that he and the government were quits on that score. So the case stood until some time last year, when the United States Treasury Department instituted a suit against Mr. Hazard for the recovery of the difference between what he actually paid as income tax for 1868 and the amount he should have paid on his actual income for that year. It was alleged that his income was so much in excess of the assessment that he still owed the government a tax of \$17,451.05.

There are persons here and there in the country—of whom Governor Tilden may be one—who may not find it altogether agreeable to be reminded of the possibility of having to pay income taxes which it was supposed were safely escaped ten years ago. The Supreme Court has now settled that, although the statute gave the taxpayer the option to make no return and pay the penalty, it never was the intention of the law to provide a way by which men might escape just taxation. This decision effectually dissipates the theory of an option.

IMPORTANT REVENUE CIRCULAR.—Internal Revenue Commissioner Raum has issued a circular letter to the United States Attorneys in Philadelphia, New York, Chicago, Cincinnati, Milwaukee and other important districts in various parts of the country, authorizing them to institute suits against all parties against whom evidence can be presented of not having paid the whole or any portion of the taxes due the Government under the law providing for tax upon incomes. This will render persons liable to suit for such recovery from the date at which this tax first went into effect, and the Commissioner entertains the opinion that the result of his action will be to recover a considerable sum of money to the Government. The consolidations of the various Internal Revenue districts, recently decided upon, will all be perfected October 1st, and the new order will then go into effect.

—A farmer who took a load of apples into Waaren, R. I., lately, not finding a sale for them, left them to be given away.

THE NEW ENGLAND WHALE FISHERY.—An intelligent Summer tourist has favored the Philadelphia North American with his impressions derived in a recent visit to the South coast of Massachusetts, and more especially the romantic waters of the Vineyard Sound and the aesthetic attractions of the Elizabeth Islands, the purple cliffs of Nantucket and the oak crowned bluffs of Martha's Vineyard with New Bedford on its Western slopes. Of this important division of our coast he augurs a conspicuous future and that it is not a bold prediction which foretells for these waters, at no very distant day, a repetition of the great glories of the past. Although, indeed, its vigorous life and proverbial activity seemed for so many years to have ceased to exist in this once busy section, they were, after all, but slumbering, and were certain, sooner or later, to awaken with the old-time capacity for exhaustive and successful effort. The reader of the North American may notice, from day to day, as his eyes pass idly over its maritime columns, reference to the movements of "whalers." He may observe, if he is more than a casual reader, that recently these reports are made daily, and are gradually increasing in extent. Those familiar, moreover, with New England journals, must be constantly impressed with the increase in the regularity and the size of these bulletins. It certainly needs no special endeavor, after the knowledge that these reports impart, to convince any one that the whaling interest is gradually reviving, and is again surely becoming a power in the land. Many causes conspire to occasion this revival of a once great industry. One of these is the absolute, indispensable need of whale oil in many branches of manufacture, where its formidable rival, petroleum, has been found unserviceable, dangerous or unsatisfactory. And one cause, and which has only recently presented itself—the advance in the price of petroleum—must have a very sensible effect upon the new manifestation of activity and enterprise at New Bedford and Nantucket.

The whaling business has had conspicuous part in the mercantile and financial history of New England, and the reaction incident to its decay was grievously felt there, and was not without its effects in other commercial communities, even our own. It is extremely gratifying, therefore, to discover these hopeful and unmistakable signs of its renewed life. The section of the coast referred to has for years been world-famous as the home of sailors. It has given birth to some of the most successful mariners that have ever trod the deck. It has sent them forth in command of ships whose sailing qualities and the skill, enterprise and courage of whose officers and crews have given the American merchant marine the undisputed reputation it enjoys as the first in the world; for, the American sailor par excellence was sure, in almost every case, to prove a Cape Cod sailor. For much of this enviable celebrity the whaling cruisers are to be thanked. Their duties called them to the stormiest and most perilous of waters, the North Atlantic, and kept them there. Their homes were indeed upon the waters. The discipline of their exciting lives of hazard and exposure inured them to every hardship and qualified them for every emergency. It is no extravagance of speech, then, to say that such a life seasoned the sailor so completely that he became the fittest mariner afloat. It is pleasant to know that the experience was also so profitable, pecuniarily as well as otherwise. Whaling was remunerative, in fair proportion to its risks, and some of the largest fortunes in New England owe their existence to it. For this reason, with the others, it is matter for congratulation that the indications are so unmistakable that it will once more occupy a prominent place among the great industries of the country.

THE CENTENNIAL EXHIBITION.—The awards made to exhibitors at the Exhibition in Philadelphia, including all departments, are something more than ten thousand, of which Massachusetts has obtained a due share. The whole number of exhibitors from fifty-one countries is 30,864, of which the United States represents 8,175, Great Britain 1,004, Canada 1,337, France 1,597, Germany 1,039, Italy 1,144, Spain and colonies 3,822, Portugal 2,463, Turkey 1,632, Russia 802, Brazil 943, Argentine Republic 1,397, Japan 339, China 78. The estimated expense of the Exhibition for preparation and care of the grounds and incidentals was four million dollars, requiring, if reliance were placed on admissions only, eight million visitors. Up to the 23d ult., according to the Philadelphia Ledger, there had been 4,071,313 paying visitors and the receipts from this source had been \$1,884,431. The Exhibition is to be open in all 156 days, of which the above statement amounts to 115. The average attendance is now in excess of 80,000 a day, and it will probably rather increase than diminish, 80,000 a day for the last 41 days would give 3,280,000, bringing up the total to 7,300,000, and the receipts to \$3,500,000. But besides this, important savings have been made and large sums received for trading commissions, with a good prospect that the balance sheet will show but a small margin on the wrong side. If there should be no falling off in attendance the Philadelphia Exhibition will surpass every previous affair in gross receipts and have been visited by a larger number of people than any other except that at Paris in 1867.

—In the United States Circuit Court at St. Louis the counsel for Kethern, other complainants and various stockholders of the Missouri Pacific Railroad, have moved to set aside the recent sale of that road. The motion alleges fraud and collusion in effecting the sale.

A "Merchant" in the New York Tribune advocates a system of cheap telegraphing throughout the United States by breaking up the existing monopoly as in the recent victory over the coal companies. He says, in Canada the telegraph companies have a uniform rate of 25 cents for a message to any part of the country, the greatest distance being 1,300 miles. In the United States the charges for long distances are three, four, and even five times this sum; these prices being maintained by buying up competing lines and other financial and debt. He cites the opinion of the best practical telegraphers that with lines built for cash, and worked with economy, a common rate of 25 cents for ten words throughout the United States would pay a fair return on the capital.

The Salem fishing enterprise has come to an end. A final stock dividend of 2 per cent. upon the amount of capital invested was paid at the Mercantile National Bank on the 1st inst., and this will close up the concern. This enterprise was started in December, 1867, and the capital invested was \$30,000. Two dividends on earnings have been declared, one in February, 1870, of 6-9-10 per cent. on stock insured, 4-1-10 per cent. on stock not insured, and the second of 6 per cent. in February, 1871. A stock dividend of 10 per cent. was made May 10th, 1875; another of 12 per cent. April 1st, 1876; and the third and last of 2 per cent. just made. The trustees were C. A. Ropes, Aaron Perkins and C. H. Price. They have rendered a good deal of service gratuitously, but it was not in their power to make fishing profitable. A good many Salem enterprises have turned out worse, which consoling observation is kindly volunteered for the benefit of whom it may concern.

—Mr. Walter E. Andrews, cotton-broker, who has been spending a few months in England, has arrived home in Fall River. He reports the cotton business as improving somewhat in that country.

—The Fall River News says: "Sixty thousand pieces, 'spots' and futures, were sold last week at 41 cents, 30 days. The market is quite animated, and 'spots' are held firmly at 41 cents, with a diminishing stock. Several printers, including the Hamilton, Coheco and Oriental, have advanced their prices 1 cent per yard.

—A child eight years of age, who bids fair to become a second Jesse Pomeroy, was the other day committed to an insane asylum at San Francisco. He took delight in torturing and killing cats and dogs, and viciously attacked his brothers and sisters and playfellows. His mania developed rapidly after his fifth year.

—The Adams family pay taxes in Quincy as follows:—Charles Francis Adams \$3,844; Charles Francis Adams, trustee, \$392; Charles Francis Adams, Jr., \$590.70; John Quincy Adams, \$1,257.52. The valuation in Quincy is \$7,553,145, and the tax \$14 on \$1,000. Number of polls 2,283.

—Roman Catholic Bishop Hendrickson of Providence has written a letter to his Irish flock to dissuade them from returning to Ireland on account of the hard times. His advice to them is to stay where they are and wait for better days, else, "Go West."

—The total number of tax-payers in Nantucket is 1,000; number of polls 850; valuation \$2,621,200; total tax \$23,833.40; rate of taxation \$11 on \$1,000.

—About a thousand tons of silver from Great Hill, South Newmarket, N. H., have been taken out and it is estimated to yield from fifteen to twenty ounces of silver to the ton, enough for a good profit.

—Among the tramps lodged at West Springfield the other night were two women aged respectively 64 and 72 years, and a man 84 years old.

—Counterfeit ten-cent pieces are in circulation.

—Many of the Wilberham, Mass., farmers are feeding their apples to cows, thinking it more profitable than making cider at current prices.

—The British ship Lammermur, from Calcutta for Demerara with 300 coolies on board, is supposed to be lost, with all on board.

—The ship Durdenony, bound from Melbourne to Sydney, Australia, foundered on the 11th ult., and 60 of the passengers and crew were lost.

—Judge Dillon in the United States Circuit Court at St. Louis, has rendered a decision in the suit of St. Louis county against the Missouri Pacific Railroad Company to determine whether the county has a lien on the railroad for \$700,000 loaned to the Company in 1865. The court, while not giving a final decision, held that the county's claim is secured; that it constitutes a lien on equitable charge.

—Mr. Ostenberg has sold the old Rockford, Rock Island and St. Louis Railroad to the three Iowa pool lines of railroad for a million and a half of dollars. The purchasing roads are the Chicago and Northwestern, Chicago, Rock Island and Pacific, and Chicago, Burlington and Quincy. The road will be transferred about October 1st.

—The Vermont Central Railroad Company pays Della Harris of Milton, \$5,000, in settlement of a suit brought by her for injuries received on the platform of one of their cars.

—A shocking affair occurred at Somerville last week. Dr. Charles E. Woodbury, one of the physicians at the McLean Asylum, while amusing a patient in a game of croquet, was suddenly knocked down by the maniac and fatally beaten on the head with a mallet.

—Dr. Cowen of Little Compton, R. I., is not only the physician of the town, but Town Clerk, Treasurer and Collector, Register of Deeds, member of the School Committee and Superintendent of the Public Schools.

—A gang of lightning-rod men, claiming to be from the Cleveland Lightning-rod Company's branch office in Boston, has been operating in New Hampshire. By false representations they got the signatures of several farmers to promissory notes of \$150 each, due February 28, 1877, when the farmers thought they were signing for only \$1.75. The scoundrels have escaped, and the notes will probably be presented for payment when due.

—James J. McElroy, who married Amy Park, a respectable young woman of Providence, last June, and deserted her after robbing her of \$1,000, is now in Sing Sing prison for three years. Two other young women, whom he married and deserted, trapped him at New York, and at his trial several other girls testified to their seduction by him. McElroy was in the rebel army, and it is said, has several wives living in the South. Added to these crimes, too, is an unpleasant suspicion that he is a murderer.

—The Indian peace commissioners, after a long council at the Spotted Tail agency, have succeeded in concluding a treaty with the Sioux there, similar in character to the one formed at the Red Cloud agency,—the savages agreeing to abandon the Black Hills country and make their home in the Indian Territory hereafter.

—The Parker Mills Co.'s mill works at Wareham are again in operation, after an idleness of about eight months.

—A serious smash-up occurred on the Montpelier and Wells River Railway near Montpelier last week. A boy who was left in charge of the switch became confused and gave false directions to the conductor of a mixed train, which collided with the regular passenger train, smashing both locomotives, and wounding two men, one probably fatally.

—The forty-fifth annual report of the Hartford County Mutual Fire Insurance Company has been published. The amount of risks \$3,717,582; liens, forming a pledged capital, \$2,346,723; cash surplus on hand \$197,982; the amount available to pay losses is \$2,544,705. The amount of premiums received last year was \$46,587; losses and expenses, 44,504. The securities of the company are very safely invested.

—A woman is captain and her two daughters the crew of a coasting vessel now lying at Hartford, Conn. The woman's husband died five years ago, and since then she has lifted a debt of \$7,000 on her craft.

—The corn crop in the Western part of this State promises to turn out fair. Buckwheat is heavy, but the bean crop is a failure and potatoes are light, owing to the bugs and drought.

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poison-dispelling power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Smallpox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroys all poisons in the blood.

His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

ap125-76 6m

MARRIED.

In this city, 16th ult., Mr. Frederick A. Treadup to Miss Hattie W. Howland; 21st, Mr. Michael T. Francis to Miss Mary E. Cressmer, all of this city; 26th, Mr. Willis H. Bardwell, of Elmira, N. Y., to Miss Mary Dennison, of this city.

In Westport, 24th ult., Mr. John R. Fish to Miss Emma L. Bowle, both of Westport.

In Mattapoisett, 17th ult., Mr. Joseph Cunha, of this city, to Miss Esther E. Hillier, of Mattapoisett.

DIED.

In this city, 24th ult., Mrs. Martha Matthews, 81; Eleanor S., widow of the late Thomas W. Tuckerman, 87 years and 11 months; Sarah Ann, daughter of John and Matilda Dunn, 3 years, 11 months and 19 days; 28th, Domingo, infant son of Domingo and Mary Sylvia, 11 months and 18 days; Samuel A., son of William and Sarah Spooner, 3 months; Hon. Benjamin Rodman, in his 53d year; Sallie, widow of the late Dennis Brown, of Fall River, 82.

In Fairhaven, 15th ult., Louis Howard, son of James T. and Melissa Besse, 11 months and 25 days; 28th, Jane R., wife of Frank B. Coggeshall, 40 years, 9 months and 22 days. In Rochester 23d ult., Mary Joseph, of this city, 24.

In Freemen, Crawford county, Wis., Capt. Elisha Bourne, formerly of South Dartmouth, 76.

In San Francisco, August 29th, George A. Braley, formerly of Acushnet.

FOR SALE.

THREE centreboard schooners for sale, now in port, 60, 100, and 110 tons register, perfectly sound sails and rigging almost new, in complete order, suitable for all business; must be sold to close an estate. Apply to J. KAPP, executor, 365 Rivington street, New York.

ap117-76 2t

FOR THE AZORES.

THE Al clipper bark MODESTA, will run as a regular packet between Boston and the Azores Islands.

For freight or passage apply to Capt. WILLIAM LEWIS, No. 13, Hamilton Street, New Bedford.

MEDINA BROTHERS, 29 Lewis Wharf, Boston.

MANUEL J. SEQUEIRA, Fayal, W. I.

or SILVA, CARRAL & CO., 41 St. Michael, W. I.

ap117-76

Many Years of careful Research has produced it.

Wood's Improved Hair Restorative is unlike any other, and has no equal. The Improved has new vegetable tonic properties; restores grey hair to a glossy, natural color; restores faded, dry, harsh and falling hair; restores, dresses, gives vigor to the hair; restores hair to prematurely bald heads; removes dandruff, humors, scalp eruptions; removes irritation, itching and scaly dryness. No article produces such wonderful effect. Try it, call for Wood's Improved Hair Restorative, and don't be put off with any other article. Sold by all druggists in this place and dealers everywhere. Trade supplied at manufacturers' prices by C. A. COOK & CO., Chicago, Sole Agents for the United States and Canada, and by Weeks & Potter, Boston.

aug29-77 3m

BARBADOS, West Indies.

W. P. LEACOCK & CO.,

SUCCESSORS TO NOBLE TOWNER.

THE undersigned beg to give notice to owners, agents, and masters of whaling vessels, that they have succeeded in getting the tonnage dues removed from whaling vessels visiting this port for the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per cask of 55 gallons. In lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed.

The expenses attendant on shipment of oil at this port are as follows: A package duty of two or four cents per barrel. Harbor dues, \$5; Bond at Custom House, \$3; and a Harbor Police Fee, as follows, viz:—Vessels not exceeding 100 tons, \$2; exceeding 100 tons, \$2.50; not exceeding 200 tons, \$3; exceeding 200 tons and upwards, \$4.

They will continue, as heretofore, to supply stores, and negotiate drafts on the same favorable terms; as well as receive and ship home oil, and one dollar and twenty-five cents per barrel (delivered at New York or Boston) free of all other charges except insurance, which will be effected by the most favorable terms when required.

Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any person offering themselves as Pilots, as there is no license law, and the government, and none needed, there being no obstructions whatever in the Bay.

On coming to anchor, masters are also informed that the middle part of Carlsle Bay, from the north to a southerly direction, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well near the Buoy to the leeward of the shipping in the worst part of the Bay, they will find good bottom at from 6 to 8 fathoms.

There is now no direct communication with this place and the United States by mail.

Masters of vessels calling off the Harbor and not wishing to anchor may obtain their letters by coming ashore in a boat, after having been first boarded by the Health Officer—and will only incur the expense of that officer's fee—\$1.

New Bedford papers always on file for inspection.

W. P. LEACOCK & CO.

BOSTON, CLINTON, FITCHBURG & NEW BEDFORD RAILROAD.

On and after MONDAY, September 4th, 1876, trains now running between the above places, as follows: Boston for New Bedford at 5.30 A. M.; New Bedford for Boston at 5.30 P. M.; Providence for New Bedford at 5.30 P. M.; Providence for Taunton at 1.20 P. M.; New York Shore Line at 1.10 P. M.; Taunton for New Bedford at 3.25 and 6.55 P. M., WILL BE DISCONTINUED. The trains that now leave New Bedford at 1.10 A. M., will leave at 10.25 A. M. aug31-76 WARREN LADD, Asst. Supt.

WANTED. We will give energetic men and women

Business that will Pay

from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honest. No money required, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address

J. LATHAM & CO., 419 Washington St., Boston, Mass. P.O. Box 2,

Whaler's Shipping List

AND MERCHANTS' TRANSCRIPT.

NEW BEDFORD, TUESDAY MORNING OCTOBER 10, 1876.

NO 34.

The Whaler's Shipping List,

AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY E. B. P. RAYMOND,
6 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 5 cents.
No paper will be discontinued until all arrears are paid, except at the option of the publisher.
Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.
A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.
JOHN GODDARD & CO., 81 Race Street, London, England, E. C.
A. W. PEIRCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whale-bone brought by each vessel.

	Bls.	sp.	wh.	bone.
JANUARY.				
By Railroad, N. Y.	101			40,885
N. Y. N. L.	385			4,500
do, on freight,	136			
Colon, N. Y.	81			
Gen.				

FEBRUARY.				
Humber, Boston,	70			
City of Dallas, N. Y.	151			
Young America, "	2,945			
Colon,	68			

MARCH.				
Bart. Gosnell, N. B.	817			333
A. Blake, Marlboro,	82			20
	2,305			3,367

APRIL.				
Syren, N. B.	87			5,134
L. P. Simmons, N. L.	200			433
Flying Fish,	30			200
Adams, N. B.	1,569			
Helen Mar, N. B.	1,425			
do, on freight,	95			2,425
Ceylon,	1,645			5,250
Keen, N. Y.	43			
Alfred Keen, Bst'n,	162			
Desdemona, N. B.	368			805
do, on freight,	30			
G. City, Fernandina,	40			

MAY.				
Arnold, N. B.	690			114
do, on freight,	393			
Marcella, N. B.	1,093			
Sarah,	600			234
C. H. Pigeon, "	140			24
Fleeting,	40			1,425
Adams, N. Y.	380			300
do, on freight,	30			
Starofield, N. Y.	68			8
Carleton, N. B.	573			241

JUNE.				
Gov. Morton, N. B.	250			985
R. W. Wood, N. B.	1,532			550
Trifton,	424			1,279
Adams, N. Y.	100			
President, N. B.	60			
Andes, N. Y.	172			
Merlin, N. B.	16			
Edwards, N. Y.	809			
Alps,	159			

JULY.				
Elvie Allen, N. B.	2,188			78
Mattapoisett, "	177			
Wm & Anthony, N. B.	1,146			
Colon, N. Y.	580			228
Azor, Boston,	280			
Adams, N. Y.	280			
Eliza Adams, N. B.	1,120			480
do, on freight,	772			272
E. B. Phillips,	401			
Ellen Ripshap, "	110			220

AUGUST.				
Agate, N. B.	307			216
Amizade, N. B.	58			
Colon, N. Y.	57			
Adams, N. B.	135			
D. A. Small, "	309			
California, "	1,703			23
do, on freight,	480			
W. A. Grozier, Prv'tn	30			10
Azor, Boston,	37			
N. J. Knight, Prv'tn	160			125
M. J. Frazier, N. B.	198			291
do, on freight,	756			719
Acapulco, N. Y.	190			
Acapulco, N. Y.	587			

SEPTEMBER.				
G. M. Parker, N. B.	163			194
Union,	8			5
Rising Sun, "	98			210
A. Hicks, "	675			
Wm Wilson, "	37			4
N. A. Baker, "	316			
Edwards, N. Y.	350			
Arizona, Prv'tn	80			20
N. E. Simmons, "	100			200
E. E. Cook, "	75			180
Petrel, N. B.	110			
Black Hawk, N. Y.	550			
Cohannet, F. H.	75			
Antarctic, Prv'tn	80			
E. E. Lewis, Boston,	135			
Crescent City, N. Y.	160			
Quickstep, N. B.	76			11
Com Morris, "	872			
Canina, N. Y.	180			
Golden City, N. B.	276			

LIST OF WHALERS IMPORT.

NEW BEDFORD
Ship California, Brightman, Pacific.
" Daniel Webster.
Bark Andrew Hicks, Hicks, Atlantic, Oct.
" Catalpa.
Commodore Morris.
" E. B. Phillips, Francis, Atlantic.
" E. Corning.
" Merlin, Sturgis, Indian Ocean, Oct.
" Progress.
Schr. Golden City.
" Petrel.
" Union.

FAIRHAVEN.

Schr. Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from:

	sp.	wh.	bone.
Janet,			
Mercury,	600		500
Milton,	170		200
Drayton,	240		
Pacific,	400		
Belus,	300		25

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 the New York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, the Times has always borne a very high reputation throughout the United States. It is free from all sectional advertisements and from all and under no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The paper, moreover, has always resisted the claims of the "yellow press," and has been a constant reminder to the public of the honor and welfare of the country. It has been a constant reminder to the public of the honor and welfare of the country. It has been a constant reminder to the public of the honor and welfare of the country.

THE SUNDAY EDITION OF THE TIMES includes in addition to all the news, selected and original literary matter of the most varied and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper. Among the contributors of original stories to the articles in this paper are: Bret Harte, W. D. Forest, Thomas Hardy, Deacon Cook, William Black, and negotiations are being carried out with many other distinguished authors.

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Every Day.

Oh, trifling tasks, so often done,
Yet ever to be done anew!
Oh, cares, which come with every sun,
Morn after morn, the long years through
We shrink beneath their paltry sway—
The irksome calls of every day.

The restless sense of wasted power,
The tiresome round of little things,
Are hard to bear, as hour by hour
Its tedious iteration brings;
Who shall evade or who delay
The small demands of every day?

We rise to meet a heavy blow—
Our souls a sudden bravery fill—
But we endure not always so
The drop by drop of little ills;
We still deplore and still obey
The hard behests of every day.

The heart which boldly faces death
Upon the battle field, and dares
Cannon and bayonet, faints beneath
The needle points of frets and cares;
The stoutest spirits they dismay—
The tiny stings of every day.

And even saints of holy fame,
Whose souls by faith have overcome,
Who were amid the cruel flame
The molten crown of martyrdom,
Bore not without complaint away
The petty pains of every day.

Alas more than martyr's aureole,
And more than hero's heart of fire,
We need the humble strength of soul
Which daily toils and ills require;
Sweet patience, grant us if you may,
An added grace for every day.

Jessie's Test.

Miss Jerusha Jenkinson folded her napkin with slow, precise carefulness, and then followed her pretty little hostess from the dining-room back to the parlor, where the soft astral lamp glowed like a silver moon, and the illuminated stove made red shadows on the brown rep easy-chair in which Miss Jenkinson ensconced herself.

"I really don't know what to do about it, Miss Jerusha. If I once thought Rich was guilty of such indiscretions as you declare he is, I do believe I should die!"

Jessie Wintringham winked away a suspicious brightness from her pretty curling brown lashes, and looked eagerly at her guest's sarcastic countenance.

"I dare say there are a great many people who would say I was very officious, my dear, because I tell you what I think of that good-looking husband of yours. But I feel I have your interest at heart; and if no one else has the courage and charity to point out to a young wife of half a year the goings-on of her husband—why, my dear Mrs. Wintringham, I'll stand by you, and take your part."

Her solemn words made little shivers of vague terror thrill all over Jessie.

"I dare say you are very kind indeed, Miss Jerusha, only I can't believe that Rich is such a flirt as you say—always paying such exclusive attention to ladies when he is away from home."

"You must think just what you please, my dear. Only, I suppose if you were to see for yourself, you would believe the evidence of your own eyes."

Jessie's slightly-flushed cheeks betrayed the painful interest she felt.

"Of course, if I were to see—"

Miss Jerusha arose triumphantly.

"Then all you have to do is to take my advice, and the next time Mr. Wintringham has such very important business to New York, do you go by the same train, with your waterproof and a thick veil to disguise you. I must go now, I think, my dear. I'll have to stop at poor Mrs. Delacorn's, and hear if she has heard from that runaway daughter of hers. Thanks for the early cup of tea you made so nicely—and don't forget what I told you, Mrs. Wintringham."

And the abominable old gossip went her way, leaving the arrows of the distrust she had sown rankling painfully in poor, loving, jealous Jessie's heart.

She perfectly adored her handsome young husband; and as always such passionate affection is accompanied by jealousy, this otherwise sensible little woman found it no difficult matter to entertain the doubts her guest expressed.

Rich was so handsome, so stylish, so gallant—why should not ladies enjoy his attentions? And, sitting by the cozy fire, waiting until her husband should come in for his dinner, Jessie almost decided to play the spy upon him at the earliest moment.

Then, when she heard him latch up in the door, and his quick, firm tread in the hall, and saw his handsome

cheerful face as he took her cheeks in his hands to kiss her, she felt ashamed and confused.

"I am afraid I shall have to hurry, you dear," he said linking her arm through his, and leading the way to the dining-room, where the bright light made a genial glow on silver, crystal, and snow-white china.

"Hurry mo—Rich, how?"

"I have to take the seven-thirty train, very unexpectedly, for the city, on important business that cannot be delayed. I shall be home to-morrow night, I expect. Jessie, will you have another piece of the black meat?"

Mrs. Wintringham toyed with her chicken, her appetite entirely destroyed by the news Rich announced.

"On important business," Yes, that was what Miss Jenkinson had said. And the night train, too! It flashed hotly across Jessie's mind that her husband was going down to the theatre, and, if what Miss Jerusha had said was true—not alone!

That second decided her; and as Mr. Wintringham arose from the dining-table, he little knew the thoughts that were thronging in his pretty little wife's head.

"Don't be lonesome, darling, will you? Or shall I stop and tell Florrie to come up to night?"

Jessie laughed—a little forcedly.

"You over anxious fellow! What do I want of sister Florrie? I shall not be lonely at all."

"Brave little woman; kiss me good night, then, dear!"

He was so kind and thoughtful; and Jessie's fond, foolish heart almost misgave her as she watched him off.

"It is downright wicked to distrust him! but then it is just these elegant, fascinating men who are so agreeable to other women besides their wives—at least, Miss Jerusha says so, and she's old enough to know!"

She watched the ivory hands of the cuckoo clock hastening toward seventhirty.

"Well—I shall do it—this once, any how."

And she went up to her room, with sparkling eyes and glowing cheeks.

"Is this seat engaged, sir?"

It was a low, sweet voice that addressed Mr. Richmond Wintringham, as the seven-thirty train steamed on after calling at the last station, before reaching the Jersey City terminus.

Mr. Wintringham arose courteously, glancing at the small, graceful figure in navy-blue waterproof and double veil.

"Take the seat by the window, madam."

She glided in, and Mr. Wintringham sat down beside her, all unconscious of the sidelong glance from a pair of eager eyes under the veil.

"How handsome he is, and he hasn't the least idea who I am!"

For of course it was Jessie who had taken the train at the same station with Rich, but had waited until the last station had been reached before she changed her seat in the car, for the one she now occupied.

"I wonder if he does know me! Of course he doesn't, only he don't seem very eager to say anything to me."

Then a little fragrantly perfumed handkerchief fluttered accidentally (?) to the floor.

Jessie made a deceitful little dive after it displaying her daintily kidded hand, and round, neatly cuffed wrist.

Rich quickly anticipated her, and handed the handkerchief quietly to her.

"Allow me, madam."

"Oh, thank you! I am sorry to trouble you so much. I was very awkward."

Jessie's cheeks were blushing furiously under her double dark brown veil.

"I will give him a chance any how," she thought.

But Mr. Wintringham only bowed gravely, and maintained a courteous silence.

The train slowed up, and Jessie, with persistent determination to draw him into conversation, made a feint of alarm that amused herself as she peered out of the window, then at her seat mate.

"What are we stopping for? This isn't a station—oh! is anything the matter?"

Rich smiled—this little woman was such an odd one.

"There's no need of apprehension, madam. We are entering the tunnel."

The tunnel! Oh dear, the tunnel! But Rich didn't take any notice. He only settled cozily back and slouched

his seal-skin hat on his forehead, leaving his companion to fight the imaginary terrors of the tunnel as best she might.

The train had come to its final standstill at the depot, and just as Wintringham arose to leave the car, he felt the timid touch of fingers on his coat-sleeve.

"Please pardon me—but—but—there is a ferryboat to cross in—isn't there? and if you would be so kind as to tell me which way it is to the St. Julian hotel?"

Rich buttoned up his overcoat deliberately while she spoke.

"The 'St. Julian'?" I am going there myself, madam. If you are unaccompanied I will see you there. This way, please."

At last! Jessie's cheeks were as hot as fire now, and her eyes bright as stars as she walked through the long depot and ferry-house beside her husband. In the ladies cabin Rich gave her a seat, then left her to join a group of gentlemen who were conversing near the door, and at the New York dock he escorted her to a St. Julian transfer coach, much as if she had been a child in his charge, whom he was bound to do his duty by, and yet considered somewhat of a nuisance. As it happened the coach had other passengers, so that the hot color had time to die from out Jessie's face, although she mentally regarded him "a darling provoking fellow!"

"If you please, sir, an answer is wanted."

One of the waiters at the St. Julian handed a tiny notelet to Mr. Rich Wintringham just after that gentleman had inspected the arrangements of his room and was settled down for a half hour's examination of sundry papers in his memorandum book.

"An answer!—a letter for me—oh, yes, from Ned Hathaway, about the shares—"

His eyes opened widely as he carelessly tore it open, to find, not a business communication from Ned Hathaway, but a dainty little note, in a graceful, flowing hand.

"TO THE GENTLEMAN IN THE SEAL-SKIN CAP:
"You have made me desire very much to see you again. Is there not time to attend the theatre?"
"YOUR LADY ADMIRER."

Rich drew a long breath of surprise.

"So that's the little game, is it?"

Then he rapidly wrote an answer and dispatched it by the man, who grinned knowingly as he received a twenty-five cent stamp from Jessie's trembling fingers.

"Now, then, I've caught him this time. Suppose he consents—"

The ebbing color on her cheeks, the quivering of her pretty mouth, was ample evidence of the state of her feelings; and she opened the sealed envelope as one does a telegram—trying to assure one's self nothing is amiss, and yet feeling it necessary to be prepared for the worst.

"Permit the gentleman in the seal-skin cap to offer a word of counsel to the 'lady admirer'—that, in future, she learn to distinguish between a gentleman and a scamp; and when she returns home, which had better be as once, she confess her imprudence to her mother."

Jessie gave a little cry of delight.

"Rich, my own true Rich!"

The dinner-table was in readiness, and deliciously suggestive odors of turtle soup and egg-plant came from the regions where Jessie Wintringham's incomparable cook reigned supreme, and in the lace and damask draped bay window, Mrs. Wintringham waited for her husband's coming home, with her sweet face all sunny welcome, that made him feel what a bonny darling she was as he kissed her before, even he removed his seal-skin cap.

"And how have you got along, Jessie? Were you lonely last night?"

She blushed a little as she helped him off with his overcoat.

"No, not at all. Indeed, I've had an unusually fine time."

"That's good. Had any company?"

"Yes, Flo, and her lover were here to lunch this noon. Rich, I think Mr. Addison is just perfectly splendid."

He frowned in pretended horror.

"You think so? I've been perfectly splendid! Very well Mrs. Wintringham, if you wish me to be jealous."

"If that makes you jealous, what will you say when I tell you I have had a letter from a gentleman since you've been gone—handsome man, that even Mr. Addison is not so good as."

Jessie watched him closely, her eyes beginning to tingle with the distant tears.

"You did! I dare say I'm not so good as."

He was smiling, very little as a distrustful husband would do.

Jessie slipped a half-sheet of paper from her pocket and gave it to him, her lip trembling, yet half smiling.

He opened it carelessly, then

OCTOBER 10, 1876.

[illegible]

OFFICE OF THE	
Atlantic Mutual	
INSURANCE COMPANY.	
NEW YORK, January 24th, 1876,	
The Trustees, in conformity to the Charter of the Company, submit the following Statement of Affairs on the 31st December, 1875:	
Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875,.....	\$8,840,021.88
Premiums on Policies not marked off 1st January, 1875,.....	2,455,722.67
Total amount of Marine Premiums.....	\$8,295,354.75
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.	
Premiums marked off from 1st January, 1875, to 31st December, 1875,.....	\$9,123,134.68
Losses paid during same period 2,712,068.5	
Returns of Premiums and Expenses.....	1,217,477.24
The Company has the following ASSETS,.....	
United States and State of New York Stock, City, Bank and other Stocks.....	\$10,314,940.00
Loans secured by Stocks, and otherwise.....	2,544,200.00
Real Estate and Bonds and Mortgages.....	267,000.00
Interest, and sundry notes and claims due by the Company, estimated at.....	454,037.52
Premium Notes and Bills Received.....	2,076,300.00
Cash in Bank.....	863,402.44
Total amount of assets.....	\$16,019,940.12
Six percent. interest on the outstanding certificates, to be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next.	
The outstanding certificates of the issue of 1875, will be redeemed, and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.	
A dividend of FORTY PER CENT. is declared on the retained premiums of the Company for the ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.	
By order of the Board, J. H. CHAPMAN Secretary.	
TRUSTEES:	
John D. Jones,	William H. Webb,
Charles Dennis,	Gordon W. Burnham,
W. H. H. Moore,	Frederick Chacey,
Harry C. Jones,	Charles F. Burdett,
Lewis Curtis,	Francis Skiddy,
Charles H. Russell,	Robert B. Minurn,
Lowell Holbrook,	Robert L. Stuart,
Royal Phelps,	James G. DeForest,
David Lane,	Alexander V. Blake,
James Bryce,	Charles D. Leveich,
Daniel S. Miller,	Charles H. Marshall,
William Sturgis,	Adolph Lemoine,
John Elliott,	George W. Lane,
William E. Edge,	Adam T. Sackett,
Josiah G. Low,	Thomas F. Youngs,
C. A. Hand,	Horne Gray,
James Low,	Winthrop G. Ray,
John D. Hewlett,	Samuel Hutchinson
Edmund C. Jones,	
JOHN D. JONES President.	
CHARLES DENNIS, Vice-President	
W. H. H. MOORE, 2d Vice-President	
Feb 17/76	
J. E. BLAKE & CO.,	
Druggists and Apothecaries	
WITH care and attention to business, and (as we trust, with the reputation of honest and fair dealings secured by a long business experience, we hope to merit and receive a fair share of public confidence and patronage.	
Our stock, which we intend shall be the largest and most complete in this section, comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their Prescriptions prepared only by Competent and Careful Persons.	
and in all things it shall be our constant aim to gain the confidence and esteem of our patrons.	
MR. ISRAEL H. SHURTLEFF remains with us, and will be pleased to see all his old friends and hosts of new ones at the old stand.	
J. E. BLAKE & CO.,	
54 North Second Street, cor. Middl	
THE TAUNTON COPPER CO.	
OFFER FOR SALE	
Yellow Metal and Copper Sheathing.	
BOLTS, SPIKES, NAILS, & C.,	
Old Metal taken in exchange for new	
John P. Knowles, 2d, Agent.	
Corner Commercial and Front Sts.	
NEW BEDFORD, MASS.	
apr 2-72	
PHINEAS WHITE, JR.,	
—FURNISHES THE—	
PENDULUM PUMP.	
THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.	
Mr. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of Pumping at the most reasonable terms. Call at No. 24 William street.	
Feb 75	
I. H. BARTLETT & SONS,	
(Established in 1819.)	
PURCHASERS OF	
Oils, Whalebone, Candles, &c.	
ON COMMISSION.	
NEW BEDFORD, MASS.	
JOSEPH H. BARTLETT, JR.,	
GEORGE F. BARTLETT.	
CHARLES T. BONNEY,	
ATTORNEY AND COUNSELLOR AT LAW	
AND	
PROCTOR IN ADMIRALTY.	
No. 43 North Water Street,	
NEW BEDFORD.	
Whaling voyages and maritime claims settled with dispatch.	
may 2/76	
WHALING GUNS.	
THE subscriber flatters himself that his BOMB LANCE for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. That in the past favors, he hopes to merit a continuance of the same.	
The Lances are for sale by the following Agents, and at the manufactory, to-wit:	
J. A. BRAND.	
Norwich, Ct., Feb. 20th, 1876.	
AGENTS.	
Edward P. Haskell, New Bedford, Mass.	
Union Wharf Co., Provincetown, Mass.	
Heman Smith, 21 Fulton street, Boston.	
Crocker, Wood & Co., New York City.	
Wills & Barnes, New London, Ct.	
J. C. Merrill & Co., San Francisco, Cal.	
A. W. Pierce & Co., Honolulu, H. I.	
F. A. BAKER, Russell, Bay of Islands New Zealand.	

The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, OCT. 10, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending October 9, 1876.

	Bls.	sp.	wh.	bone.
New Bedford.	3,300	.....	.....	.....
Back Wave.	250	.....	.....	.....
S. H. Louisa A.	.....	.....	.....	.....
Provincetown.	.....	.....	.....	.....
Schr. William Martin.	225	.....	.....	.....
Total.	3,825	.....	.....	.....
Previously.	30,503	28,406	.....	79,515
From Jan. 1, to date.	21,418	28,406	.....	79,515
Same time last year.	35,736	39,291	.....	204,699

Exports for the week ending October 9, 1876:

	sp.	wh.	bone.
Previously.	.....	.....	.....
From Jan. 1, to date.	15,009	3,857	126,906
Same time last year.	14,685	4,372	184,458

NEW BEDFORD OIL MARKET.

For the week ending October 9.

Sperm.—Continues in good demand, and sales were made of 440 bls. for export, and 400 do. for manufacture, at \$1.30 per gallon; also 100 do. for export on private terms, but reported at an advance on \$1.30.

Whale.—Is rather quiet, 439 bls. Humpback sold at 53 cents, for manufacture.

FOREIGN OIL MARKET.—The circular of Messrs. Bowles, Game & Co., dated London, September 21st, says:—Crude Sperm does not attract any attention, and quotations remain nominal at \$3.80 @ \$4.

Whalebone.—The catch of three Davis Straits whalers has lately been sold to arrive at \$250 per ton, leaving now only one unsold, which is held at \$200. There is no business to report on the spot there being stock.

LETTERS.

A letter from on board bark Palmetto, Boles, of this port, reports her at Kabenda, Coast of Africa, July 29th, 8 months out, with 425 bls. sperm oil. Was ready to sail on a cruise.

A letter from Capt. Church, of bark Letitia, of this port, reports her at sea, July 29th, with oil as last reported. Reports bark Platina, Howland, do.; Callao, Craw, do.; Petrel, Downs, do., nothing since leaving since leaving Mahe.

NOTICE TO MARINERS.

REVOLVING LIGHT ON RAGGED POINT, BARBADOS.—A Revolving Light has been established on Ragged Point, a little North of the extreme Eastern end of the Island of Barbados; and it was displayed on the 1st of May, 1876. Position: lat. 13 deg. 9 min. North, long. 59 deg. 32 min. West. The light is a revolving Holophotal light, giving flashes at intervals of two minutes. It is elevated 213 feet above the level of high water, and in clear weather should be seen at a distance of 20 to 25 miles. (It has been seen 30 miles). The illuminating apparatus is dioptric of the second order.

The Lighthouse is a round tower, 97 feet high, built of white coral stone. It is situated 300 yards from the extremity of the cliff, at a distance of two miles and a half Northwest from the Eastern end of a group of dangerous rocks running parallel with the Southeastern coast of Barbados, called the Cobblers Rocks. It is 13 miles in a direct line Northeast of the lighthouse at South Point. Mariners are advised to keep well off to the Northeast of the lighthouse, to avoid the prevailing strong current running Westward of the Cobblers.

A LARGE WHALE.—Capt. Briggs, of bark Wave, which arrived at this port on the 5th inst., reports that on the 2d of August, in lat. 35 50, lon. 47, he took a sperm whale which made 162 bls. and 5 gallons of oil. This is said to be the largest sperm whale ever captured.

THE COTTAGE HEARTH.—The October number of this pleasing magazine is received, and is well filled with excellent reading. Among its numerous contributors may be found the names of Mrs. A. M. Diaz, Mrs. M. P. Rice, Mrs. L. S. Patten, Mrs. Julia A. Carney, Rosella Rice, Earl Marble, George Moore, Sherwood Bonner, and a host of other well known writers. It is published by D. L. Milliken, 101 Milk street, Boston, at the low price of \$1.50 per year.

JAMES LICK the California millionaire, died in San Francisco on the 1st inst., in the 80th year of his age. He was born in Fredericksburg, Pa., and was successfully engaged in commercial pursuits in South America from 1821 to 1847, when he settled in California, and by investments in real estate and other enterprises accumulated a large fortune. In 1874 he assigned \$2,000,000 for various public and philanthropic purposes, and subsequently, he recalled this act and made a new assignment of his property, and the business is now in such shape that no complications are likely to ensue in carrying out his charitable designs. The total value of the trust fund is estimated at about five millions of dollars.

The Boston Daily Advertiser in alluding to the re-nomination of Hon. WILLIAM W. CRAPO by the Republicans of this Congressional District, without opposition, remarks:—The First is one of the fortunate Districts into which the demon of discord has not entered, which is owing to the fact, in part at least, that Mr. Crapo has met the best expectations of his constituents, and is personally respected by every one. The District is never in doubt, and his election may be counted on by an increased majority.

An examination of Mr. Tilden's accounts by the Treasury officials shows that under the recent decision of the United States Supreme Court at Providence, he owes the United States to-day \$150,000, to \$250,000 on account of unpaid income tax. It is believed that the whole of this great sum can be recovered.

At a meeting of the Directors of the Total Abstinence Society in Boston last week, Mr. Jewell, the agent, reported that the receipts during the past nine months had been \$6,629.70, which is \$944.10 more than for the corresponding period last year.

TEST TAX ASSESSMENT CASES.—The Assessors in Boston following out the provisions of a report presented in the Legislature last winter, which is on the principle that where a person has a residence in two or more towns within the Commonwealth, he shall be assessed upon his personal property in that municipality in which he resides the greater part of the year, have this year made about forty test cases, representing a total of \$7,656,200. Among these are Nathaniel Thayer \$1,500,000; William F. Weld \$2,500,000; William G. Weld \$250,000; George W. Weld \$30,000; Edward Motley \$75,000; William R. Robeson \$250,000; B. E. Bates \$450,000; Cyrus E. Bartol \$35,000; Anna Cabot Lodge \$230,000; Henry Cabot Lodge \$110,000; Alanson Tucker, trustee \$76,000.

As we learn from the Advertiser it is held by the Assessors, in the cases in question that the assessment is properly made under the existing laws, and they propose to leave the question of legal domicile as an issue mainly of fact, for a decision of a jury if the persons assessed so desire. In the report of the Tax Commissioner submitted to the Legislature of 1875, it is stated—"If it shall be found that the residence of certain wealthy citizens in a municipality is only of a nominal sort, and only for the purpose of evading, under the forms of law, their just proportion of the public burdens, it is clear that the rule that permits such an evasion should give way to a better one requiring this class of persons to contribute to the public needs in proportion to their abilities in the place where they are actual, rather than in that where they are nominal, residents."

Under the laws of the Commonwealth the method a procedure by the persons assessed must be first to pay the tax, and then sue the city to recover it back, and the fact of their legal domicile upon the first day of May will determine the question of their liability to assessment or otherwise. If it shall be found, as the result of these assessments, that the law of domicile as construed by the courts of to-day, is sufficient to compel the payment of personal tax by those who are, really citizens, it is contemplated that other cases will be brought forward in future, the strongest cases only being now brought up as a test. In whatever final result, it may be surmised that the lawyers have a rich harvest in prospect.

The New York Evening Post cites the following "Lesson from Massachusetts." The State of Massachusetts has just disposed of a loan of \$8,000,000 bearing an annual interest of 5 per cent, at a premium of 13 29. In other words, it has borrowed \$8,000,000 at a rate of interest equal to but a fraction more than 4 25 per cent. Massachusetts has never in any way repudiated any of her liabilities. When Butler was demanding that the federal government should pay its bonds in a depreciated paper currency Massachusetts never questioned her obligation to pay her interest and principle in gold. Now she is reaping the result.

Honesty is always the cheapest, as in other respects it is the best policy with individuals, States and nations.

The Masconomet Cotton Mill in Newburyport was sold at auction last week for \$110,000 to Messrs. Walker & Brothers, of Boston, who will immediately put its 13,000 spindles in motion. It is a brick building, 312 feet long, 50 feet wide and four stories high, with 354 looms, and all machinery for cotton manufacturing, and nineteen tenement houses. The mill during ten years of its history, from 1857 to 1867, divided \$480,000. Subsequently by heavy expenses for improvements it became insolvent.

D. S. Thomas, Barnum's press agent, left Bridgeport, Conn., on the 4th inst., at 9:30 A. M., in a new balloon, and was driven Eastward with great velocity, and at 5 P. M., lost his anchor in the neighborhood of Rockland, Mass. Being alone and without a "rip cord" to collapse the balloon, and finding that he could be driven out to sea, he endeavored to wreck the balloon in a piece of woods, but his basket was overturned, and he was thrown out, narrowly escaping death. The balloon was last seen high up, over the Atlantic. He had travelled the last sixty miles in fifty minutes.

The latest returns from Colorado more than confirm the previous reports. The entire Republican State ticket is elected, probably by about 2,500 majority, and both branches of the legislature are of the same complexion, thereby securing the election of two United States Senators and three Presidential electors.

Judge Hoar has been nominated for Congress from the Seventh District, by a meeting of representative Republicans. The Hon. George B. Loring has been nominated in the Sixth District, and W. W. Crapo in the First District.

The Secretary of the Treasury on the 6th inst., issued the 36th call for the redemption of 5-20 bonds. It is for an aggregate of \$10,000,000, of 1865, May and November, and provides for their payment after the 6th of January, 1877, upon which date interest will cease.

The total admissions to the main exhibition at the Centennial grounds in Philadelphia during September, aggregated \$2,055,916.

Hon. F. J. Bowman, legal counsel in establishing in the United States Circuit Court the claims of St. Louis county, Mo., against the Pacific Railroad Company, for \$765,000, principle and interest; and also subjecting to taxation the stock of National Banks, taxes and accumulated interest amounting to about \$16,000, with like result in seven cases, will place in the Treasury of St. Louis county a sum exceeding \$10,000,000. He got \$50,000 for his fee.

COURTNEY'S AUTOMATIC SIGNAL BUOYS are designed to be self-operating, and the plan is to have the action of the waves blow a signal, thus producing a sound at all times of day or night in thick or clear weather. They are designed for use on reefs and shallow places on the coast. The upper part of the buoy, which is out of the water, is of cone shape and resembles the buoys now in use on this coast with the exception of a whistle placed on the top. A long tube made of iron runs down from the body of the cone several feet, and it is fastened by a suitable anchor and chain off the reef or shoal and is kept from the whirling motion which might interfere with the proper effect of the waves by a rudder placed on one side of the tube. The tube extends clear through the cone to the top of the buoy, where a powerful whistle is placed. Near the base of the cone there is a diaphragm in the tube, between which and the plate on top of the buoy extends two tubes open above and having at their lower extremities ball valves. A central open tube leads from the diaphragm to the whistle. When the buoy is raised on a high or low billow then the space between the constant water level and the diaphragm will be greatly enlarged, and the air must come in through the side tubes to fill that space. Now when the instruments descend to the trough of the sea again the diaphragm must descend upon the water-pliston, and the air compressed, being prevented by the ball valves from escaping through the side tubes, is driven out through the central tubes, and so sounds the whistle. Any disturbance of the surface of the water must produce the above effect. Long, low ground swells must do it as well as short chopping waves; but of course the higher the waves the longer is each sound given. The sound of the whistle of a buoy located near New York has been heard nine miles to leeward, three miles to windward, and six miles across the wind. In dangerous localities the whistles may be tuned so that by the locality of the various sounds the seamen will know their position.

Woodward, Boss Tweed's old partner, and for whom a large reward had been offered, was arrested in Chicago on the 4th inst. He had registered at the hotel as A. Wallace, Liverpool.

A Halifax dispatch reports the loss of thirty-seven fishing vessels with their cargoes on the Labrador coast, while at anchor in the harbor.

Jerome Wheelock has settled the damage to the Martha's Vineyard Railroad caused by the inefficiency of his celebrated dummy engine, by paying \$2,000 and costs of court.

Augusta, Ga., experienced a heavy frost on the morning of the 2d inst.

The American Print works in Fall River is to be enlarged so as to raise the production of prints to 5,000 pieces a day, instead of 400 as at present.

Work has been discontinued in the construction of the Manchester and Keene Railroad, only nine miles out of twenty-seven having been graded.

A California manufacturer makes three grades of sugar out of the pulp of the melon, alcohol out of the refuse syrup and parts of the rind, and table oil out of the seeds.

One of the mills in Holyoke, Mass., uses coal screenings instead of coal very extensively. It costs from 50 cents to \$1 a ton, and two tons will do the same work as a ton of coal.

The example of the Fall River manufacturers, in giving notice of a 10 per cent. advance in wages on the first of the present month, has been voluntarily followed by the Valley Falls, R. I., company.

There are five oil refineries in the course of erection in London, Ont., and one building at Wyoming. The London Oil Refining Company are shipping oil to Europe at the rate of 4,000 barrels each week.

Between the Water Gap and Easton, Pa., there are thirteen manufactures of school slates, which manufacture 60,000 cases of slates a year. The business nets \$360,000. A large number of slates are shipped to Japan and the Sandwich Islands.

All the mutilated and counterfeit money taken by the gate keepers at the Centennial is deducted from their salaries. The amount taken up to the 1st inst., was only \$314.75, of which \$230 was in mutilated silver and the rest counterfeit.

Since the passage of the act authorizing the redemption of the fractional currency in subsidiary coins, there has been issued in silver coins \$18,285,885. Of this amount there was issued to redeem fractional currency \$10,910,242, and in exchange for legal tender notes and checks \$7,375,643.

About five hundred out of the seven hundred or more looms at the Sprague Manufacturing Company in Augusta, Me., are now running. When the mill first started up, after the vacation a few weeks ago, there were but six weavers in the city, but they were soon called together from different parts of the State and set at work.

As the cold weather approaches the tramp becomes numerous and very troublesome in many sections of the State.

Vassar College has received a legacy of \$40,000 from the late Mr. Lyons, of Cleveland.

The Boston and Albany Railroad has carried more freight the past year ending September than any previous year, excepting 1873, but the low rates have left a small margin of profit. It will probably make a 4 per cent. dividend, with increased resources.

Three shipmasters at Newport have been fined each \$200 for neglecting to display their night signals, as required of coastwise vessels at that port.

From the most careful calculations we can make, says the Journal of Chemistry, we conclude that for every ton of woolen cloth made at Lawrence, Lowell, Manchester, etc., three tons of impurities are discharged into the Merrimack river. The impurities consist of the fat and dirt from the raw wool, stale urine, oil glue, soda, soaps, dyes, wares, and mordants. Thousands of tons of these impurities are mingled with the river waters every year, but the chemical tests have failed to show their presence in the water, at the city of Haverhill, eight miles below Lawrence. What becomes of these impurities?

An interesting liquor case has just been decided in the Windham, Vermont, county court at Newfane. One Appella L. Snow of Whitingham brought suit against Daniel Carpenter of Readsborough to recover damages of him for an injury resulting to her from being thrown from a carriage driven by her husband while in a state of intoxication produced by liquor sold by the defendant. The injuries to plaintiff were severe, and the jury awarded her \$1,866.66, from which decision the defendant appeals. The trial of Lewis and Arling of Northfield, Mass., for the murder of Denning at Jamaica some three years ago, goes over until next term of court.

The business men of New York and Chicago have secured a lightning express train between the two cities which runs on the time of the old fast mail discontinued by Congress, making the distance twelve hours quicker than the present mail train. The train, which is obtained through the enterprise of Adams Express Company, carries freight and newspapers, and the Chicago Inter-Ocean says it is well patronized. The merchants of New York are actively at work to secure the restoration of the fast mail as soon as possible. It does seem somewhat queer that newspapers and parcels should be transported quicker than letters, and the condition is not likely to continue long.

The manufacture of iron in the West is rapidly increasing in amount. In Chicago alone there are two of the ten Bessemer steel works in the United States, and these made 85,000 tons of the 291,000 tons of Bessemer steel rails manufactured in this country last year.

At a session just held in New York the judge asked an Irish policeman named O'Connell, "When did you last see your sister?" The policeman replied, "The last time I saw her, my lord, was about eight months ago, when she called at my house, and I was out." Here the court broke into a roar of laughter. The judge: "Then you did not see her on that occasion." The Irishman answered, "No, my lord, I wasn't there," at which everybody roared again.

A young man in New Orleans frightened himself to death by thinking he had the hydrophobia. A slight scratch on the finger was followed by a sore throat and the thought of the dread disease killed him.

An Irish Judge in addressing a prisoner said: "you are to be hanged, and I hope it will prove a warning to you."

"Mamma," said a young hopeful who, against his will, was made to rock the cradle of his baby brother, "If the Lord has any more babies to give away don't you take 'em."

A little girl having been instructed that the angels were clothed in white, surprised her parents by the remark, after a recent shower followed by fleecy clouds, that the angels were hanging out their clothes to dry.

A Minnesota firm has adopted a new method of doing business. No books are kept. When a customer desires credit he goes to the desk and borrows the money, for which he gives his notes, payable with interest. He then buys his goods and pays for them.

Only three months more of 1876. Presidential election, Thanksgiving, city election and the Christmas Holidays are to be the emotions of the next ninety days.

Twenty cents per barrel for apples delivered at the cider mills, is the price in Worcester county.

It is very easy to spoil a good metaphor. George Eliot says: "Girls are delicate vessels in which is borne onward through ages the treasure of human affection." That is pretty, but it provokes some one to say, "Girls are delicate vessels that it takes a small fortune every year to keep in sails."

A Richmond lady, said to be wealthy and personally attractive, will soon be married to a man who has served nine years in the State Penitentiary for robbery. They were engaged before he was convicted, and she has been faithful to him all the time. The man is now leading a model life, says the Richmond Whig. He ought to.

In ten years the screw propeller has entirely replaced the paddle in transatlantic navigation, the weight of marine engines has diminished one-half, the steam pressure has quadrupled, and the consumption of coal decreased two-thirds.

Long matrimonial engagements have ever been considered unwise, and now the Indiana Supreme Court declares them illegal. It has filed a decision, that if a promise of marriage is by its terms not to be performed within a year it is void unless in writing and signed by the parties.

The manufacture of iron in the West is rapidly increasing in amount. In Chicago alone there are two of the ten Bessemer steel works in the United States, and these made 85,000 tons of the 291,000 tons of Bessemer steel rails manufactured in this country last year.

Ladies wear their old dresses at the Centennial. It don't pay to dress up, for everybody is so intent upon sight-seeing that the garb of human beings is of no account.

OATMEAL IN THE HOUSEHOLD.—In Great Britain children of all ranks are raised on an oatmeal diet alone, because it causes them to grow strong and healthy and no better food can possibly be found for them. It is also quite as desirable for the student as for the laborer, and for the delicate lady and for her hard-working sister; indeed, all classes would be greatly benefited by its use, and dyspepsia, with all its manifold annoyances, can be kept at a distance. Oatmeal is more substantial food, it is said, than veal, pork or lamb, and quite equal to beef and mutton, giving as much or more mental vigor, while its great desideratum consists in one's not becoming weary of it, for it is as welcome for breakfast or tea as is wheat or graham bread. It can be eaten with syrup and butter as hasty pudding, or with cream and sugar, like rice. It is especially good for young mothers, upon whose nervous forces too great a demand has been made, and they lose the equilibrium of the system and become depressed and despondent. Oatmeal requires to be cooked slowly, and water should be boiling hot when it is stirred in.

A simple rule to get rid of a great nuisance is given as follows in an exchange: an innocent method of destroying cockroaches is to place a bowl or basin containing a little molasses on the floor at night. A bit of wood, resting one end on the floor and the other end on the edge of the vessel, serves as a bridge to conduct the insects to the sweet deposit. Once in the trap, its slippery sides prevent retreat, and thus cockroaches may be caught by thousands.

The United States Circuit Court at St. Louis has confirmed the recent sales of the Missouri, Pacific and Atlantic and Pacific Railroads. It is understood that this cuts off all the claims of the stockholders.

The stock for the proposed Railroad between Franklin, Mass., and Central Falls, R. I., there to connect with the Providence and Worcester Railroad, has been all subscribed and the company organized. James P. Ray, President.

The town of Athol, Mass. is substituting brick sidewalks for concrete, the latter being voted a failure.

The moon has no more effect on the weather than red herrings on the government of Switzerland, says a writer in Blackwood's. But the old folks won't believe him.

In the case of a drowned person, a French Dr. says, life remains longest in the intestines, and by proper treatment they may be so stimulated that action of the breath may be restored.

"Fiat a blessing it is," said a hard-working Chicago Emerald, "that night never comes on till late in the day, when a man is tired and can't work any more, at all, at all."

"I made nine hundred dollars during my three days' visit," said young hopeful to his father on his return from New York.

"How so, my boy?" replied the delighted parent. "Why, I had a thousand dollars' worth of fun and it only cost a hundred."

"Intentions of marriage" are improving in number, and October and November will witness quite a revival in the matrimonial market. This certainly indicates better times.

An Amherst bride and groom lately returned from a wedding tour separately, the bride a fortnight in advance.

Two Bridgeporters have paid \$60 each, penalty for shooting birds out of season.

CREW LIST OF VESSELS SAILED

Brig Eunice H. Adams, Capt. Leonard E. West, sailed from this port October 3d, 1876, for the Atlantic Ocean. The following persons compose her crew:

Russell Hancock, of Chilmark, first mate; Joseph Thomas, of New Bedford, second mate; Elmer Brett, of Brockton, third mate; Joseph Lewis, New Bedford, and Antiope Ben, do., boatsteers; Charles Foss, do., cooper; Samuel Henry, do., cook; David Cosgrove, do., steward; John Mayhew, do., Ben Mayhew, do., Oliver Camel, do., Joseph Lunbard, do., John Baylies, do., Manuel C. Simae, do., Antone Joseph, do., George Clark, do., Samuel A. Moseley, do., James McKeon, do., Joseph Martin, do., Joseph Merrill, do., John H. Studley, Edgartown, John A. Macomber, East Free-town, and Byron Wood, Alpine, seamen.

MARRIED

In this city August 18th, Mr. William Dudley to Miss Mary A. Butts; 1st inst., Mr. Abram F. Taber to Miss Elizabeth E. Taber; 5th, Mr. Leonard Sisson to Mrs. Susan W. Sherman, all of this city. In Fairhaven, 2d inst., Albertina P., daughter of William H. and Albertina P. Whitfield, 23 years, 7 months and 16 days. In Acushnet, 1st inst., Capt. Charles H. Pierce, 47 years, 7 months and 7 days. In Nantucket, 2d inst., Mary, widow of the late William Coffin, 86 years, 9 months and 14 days; 4th, Elizabeth, wife of Capt. Matthew Crosby, 75 years, 11 months and 4 days. In Brunswick, Ga., 2d inst., Oliver Leander H. Taber, formerly of this city, 66.

DIED.

In this city, 23d ult., Malcom McLane, 49; 3d inst., Alice B., daughter of Elizabeth D., and the late Capt. Stephen N. Potter, 24 years and 9 months; 4th, Phoebe T., widow of the late Capt. Humphrey Anthony, 67 years, 6 months and 16 days; 5th, Thomas Howland, 79 years and 11 months; Hannah H., widow of the late Samuel Rodman, 82. In Fairhaven, 2d inst., Albertina P., daughter of William H. and Albertina P. Whitfield, 23 years, 7 months and 16 days. In Acushnet, 1st inst., Capt. Charles H. Pierce, 47 years, 7 months and 7 days. In Nantucket, 2d inst., Mary, widow of the late William Coffin, 86 years, 9 months and 14 days; 4th, Elizabeth, wife of Capt. Matthew Crosby, 75 years, 11 months and 4 days. In Brunswick, Ga., 2d inst., Oliver Leander H. Taber, formerly of this city, 66.

FOR THE AZORES.

The Al clipper bark MODESTA, will run as a regular packet between Boston and the Azores Islands. For freight or passage apply to Capt. WILLIAM LEWIS, No. 13, Hamilton Street, New Bedford. MEDINA BROTHERS, 39 LEWIS WHARF, Boston. MANUEL J. SEQUEIRA, Payal, W. I. or SILVA, CABRAL & CO., G. P. St. Michaels, W. I. apl17/76

SEND 25c. to G. F. ROWELL & CO. New York, for Pamphlet of 100 pages, containing lists of 3,000 newspapers, and estimates showing cost of advertising. mch7/76

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their poisoning power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Small-pox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroys all poisons in the blood.

His Anti-Periodic Pills remove malaria, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoe Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body.

The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp.

apl25/76 6m

Many Years of careful Research has produced it.

Wood's Improved Hair Restorative is unlike any other, and has no equal. The Improved has new vegetable tonic properties; restores grey hair to a glossy, natural color; restores faded, dry, harsh and falling hair; restores, dresses, gives vigor to the hair; restores hair to prematurely bald heads; removes dandruff, humors, scaly eruptions; removes irritation, itching and sealy dryness. No article produces such wonderful effect. Try it, call for Wood's Improved Hair Restorative, and don't be put off with any other article. Sold by all druggists in this place and dealers everywhere. Trade supplied at manufacturers' prices by C. A. Cook & Co., Chicago, Sole Agents for the United States and Canada, and by Weeks & Potter, Boston. aug29/77 3m

BARBADOS, West Indies.

W. P. LEACOCK & CO.,

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owners, agents, and masters of whaling vessels, that they have secured the tonnage dues removed from whaling vessels visiting this port for the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31 1/2 gallons, in lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed.

The expenses attendant on shipment of oil at this port are as follows: A package duty of twenty-four cents per barrel Harbor dues, \$3; Bond at Custom House, \$5; and Harbor Police fee, as follows, viz:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4.

They will continue, as heretofore, to supply stores, and negotiate drafts on the same favorable terms; as well as receive and ship home oil at the rate of One Dollar and Twenty-Five cents per barrel, (delivered at New York or Boston) free of all other charges except insurance, which will be effected on the most favorable terms when required.

Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any person offering themselves as Pilots, as there are none licensed by the government, and none needed, there being no obstructions whatever in the Bay.

On coming to anchor, masters

Whaler's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING OCTOBER 17, 1876.

NO 35.

The Whaler's Shipping List,
AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY E. B. P. RAYMOND,
8 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 8 cents.
No paper will be discontinued until all arrearages are paid, except at the option of the publisher.

Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitute a square.

FOREIGN AGENTS.
JOHN GODDARD & CO., 81 Racechurch Street, London, England. E. C.
A. W. PIERCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whale-bone brought by each vessel.

	Bis.	Wh.	Bone.
By Railroad, N. B.	70		60,403
1 By Rickerson, N. Y.	101		
1 Nile, N. L.	385		4,500
do on freight,	372		7,500
25 Colon, N. Y.	136		
25 Genu, " "	81		
	182	893	73,403

FEBRUARY.			
1 L. P. Simmons, N. B.	70		
14 City of Dallas, N. Y.	151		
27 Young America, " "	2,945		
27 Colon, " "	89		
	1,406	3,914	

MARCH.			
30 Bart. Gosnell, N. B.	817		
1 A. Blake, Marlon, " "	82		
	2,305	3,367	

APRIL.			
1 Syren, N. B.	87	5,134	
1 Flying Fish, " "	43		
7 Europa, N. B.	1,569	14,000	
15 Helen Mar N. B.	85	1,425	
do on freight, " "	95		
16 Mermaid, " "	1,645	6,250	
25 Colon, N. Y.	43		
25 Alfred Ken, Bat'n.	152		
25 Desmond, N. B.	43	805	
do on freight, " "	99		
— G. City, Ferdinando, " "	40		
	2,674	15,160	14,000

MAY.			
1 Arnolda, N. B.	606	114	
do on freight, " "	393		
2 Marcella, N. B.	1,532	646	
2 G. Pigeon, " "	210	510	
14 Fleetwing, " "	40	24	
15 Roman, N. L.	40	1,425	300
do on freight, " "	98		
16 Canadale, N. Y.	68	24	
24 Stafford, N. B.	373	24	
	9,383	3,136	300

JUNE.			
5 Gay Morton, N. Y.	253	955	
6 R. W. Wood, N. B.	1,532	646	551
6 Triton, " "	33	1,279	
11 E. B. Adams, N. B.	183		
11 President, N. B.	58		
15 Andes, N. Y.	172		
19 Merila, N. B.	991	16	
21 Crescent City, N. Y.	600		
21 Alps, " "	160		
	3,954	3,228	551

JULY.			
1 Elvie Allen, N. B.	138	73	
3 Matapoisett, " "	177		
3 Wm & Anthony, N. B.	1,146		
3 Colon, N. Y.	580	28	
9 Azor, Boston, " "	544		
16 Azor, Boston, " "	544		
26 Eliza Adams, N. B.	1,120	80	480
do on freight, " "	774	272	1,200
30 E. B. Phillips, " "	401	1	
30 Ellen Ripzab, " "	110	226	
	3,954	3,228	551

AUGUST.			
2 Agate, N. B.	107	216	
2 Amizade, N. B.	58		
4 Colon, N. Y.	57		
5 E. B. Adams, N. B.	183		
16 D. A. Small, " "	309		
16 California, " "	1,703	23	
do on freight, " "	480		
20 W. A. Gozette, Prv'tn	37	30	
20 Catalpa, N. B.	108	125	
25 N. J. Knight, Prv'tn	160	291	
25 Mary Frazier, N. B.	108	291	
do on freight, " "	760	152	719
26 N. J. Knight, Prv'tn	274		
26 H. H. Hatfield, Prv'tn	190		
29 Acapulco, N. Y.	587		
	3,954	3,228	551

SEPTEMBER.			
4 G. M. Parker, N. B.	163	194	
12 Union, " "	98		
12 Rising Sun, " "	98	210	
14 A. Hicks, " "	675		
14 Wm Wilson, " "	97	4	
14 Rosa Baker, " "	516		
15 Azor, Boston, " "	550		
15 Arizona, Prv'tn	80	20	
15 V. B. Simmons, " "	150	200	
15 E. B. Cook, " "	75	200	
16 Antarctic Lee, " "	180		
16 Petrel, N. B.	110		
19 Black Hawk, N. Y.	550		
22 Bohannet, F. H.	75		
22 Atlantic, Prv'tn	80		
23 E. Lewis, Boston, " "	135		
23 Crescent City, N. Y.	160		
24 Quakostep, N. B.	76	11	
24 Morris, " "	872		
do on freight, " "	240		
25 Canina, N. Y.	180		
25 Golden City, N. B.	276		
	3,954	3,228	551

OCTOBER.			
2 Wm Martin, N. B.	225		
4 Louisa, A. " "	250		
5 Wave, " "	376	1	

LIST OF WHALERS IN PORT.
NEW BEDFORD.

Ship California, Brightman, Pacific.	Daniel Webster.
Ark Andrew Hicks, Atlantic, Oct.	Commodore Morris.
" "	E. B. Phillips, Francis, Atlantic.
" "	E. Corning.
" "	Morlin, Sturgis, Indian Ocean, Oct.
" "	Press.
" "	Wave.
Schr. Golden City.	Petrel.
" "	Union.

FAIRHAVEN.

Schr. Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected to arrive in 1876, with the quantity of Oil and Bone on board, when last heard from.

	Oil.	Bone.
Janet, " "	500	500
Mercury, " "	1,740	200
Milton, " "	240	400
Osprey, " "	400	
Pacific, " "	300	25
Seine, " "	300	25

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 The New-York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has been held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has been the champion of the oppressed and the advocate of the oppressed.

As a family paper, The Times has always borne a very high reputation throughout the United States. It is a paper of all objects and aims, and it is a paper of all objects and aims. It is a paper of all objects and aims, and it is a paper of all objects and aims.

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If You Love Me, Tell Me So.

If you love me, tell me so,
Wait not till the summer glow
Fades in autumn's changeable light
Amber clouds and purple night;
Wait not till the winter hours
Heap with snow drifts all the flowers,
Till the tide of life runs low—
If you love me, tell me so.

If you love me, tell me so,
While the river's dreamy flow
Holds the love-enchanted hours
Steeped in music, crowned with flowers;
Ere the summer's dreamy days
Fade in mystic, purple haze—
Ere is hushed the music flow—
If you love me, tell me so.

If you love me, tell me so,
Let me hear the sweet words low,
Let me, in life's morning fair
Feel your kisses on my hair,
While in womanhood's first bloom;
Ere shall come dark days of gloom;
In the first fresh morning glow—
If you love me, tell me so.

Emilie Litton Whiting.

A Perfect Treasure.

One day Frank came home, with a look of triumph.

"Have a 'perfect treasure' for you," he said, "in the way of a nurse. Gerald Temple is going to take his family to Europe, and when he heard what you wanted, offered to let us have their nurse, whom they will not want."

"I heard a low sigh. Virginia, Frank's only sister, had been sitting in a corner of the drawing room. She rose now and slipped out.

"How could you, Frank?" I said, following her with sad eyes. "I have never heard your sister speak of the Temples since she has lived with us; the very mention of their name brings back the memory of Gerald's brother, and all that sad tragedy."

"I am sorry," said Frank, "but I did not know that she was in the room. Poor Virginia?"

"Yes! Poor Virginia! I said to myself. But once the blithest, loveliest little creature I ever knew. It is something of a story, but 'tis 'an over true tale,' and I will tell it in the shortest way I can."

Virginia and Frank were orphans, and old Mrs. Chichester, their grandmother, had adopted Virginia, almost from her infancy. The old lady had very ambitious hopes of making a splendid match for her beautiful grandchild. But Virginia thought otherwise; and when she was just seventeen, at the time of my wedding, she and Langley Temple were in love with each other. Langley was Frank's most intimate friend, and the pair met continually at our house until grandma Chichester found it out. After awhile Langley was ordered to his ship (he was in the navy); but Frank waged battle with grandma until he obtained a viperish consent that the lovers might correspond. Grandma took pains not to let Frank know how Virginia was tormented and tyrannized over, until the poor child consented to go out into society again; and there she met, and made ready conquest of, the very man whom grandma had intended for her beauty—Horace Kent. Virginia refused him; but grandma said, scornfully, "that made no difference. She would come to her senses soon," and to my utter amazement, the tressure went on, and by-and-by we were bidden to the wedding—a quiet elegant affair, where Virginia talked and walked as if she were frozen. Frank and I confessed to each other, that night, that the business passed our comprehension, for we had no idea then of foul play.

Kent and Virginia were to sail for Europe within a fortnight of their marriage, and went to Washington and Baltimore to pass that time. Left alone, one evening in Baltimore, with a severe headache, Virginia remembered to have seen some aromatic vinegar in her husband's dressing-case. Kent was peculiar in his careful way of looking up his belongings, and she took her own bunch of keys to open the box, when, rather to her surprise, she found the key left in the box. Some listless, vague impulse which she could never afterward account for, prompted her to lift the upper tray, although she had found the vinegar already. Underneath, to her surprise, she found papers, and was about returning the tray to its place, without further examination, when her eye was caught by the words—"My own Virginia," in a dear, a too well-known handwriting.

When Kent came back that night, he found his beautiful young wife senseless upon her bed, with two letters crumpled between her cold fingers. One, the last

letter that Langley had actually written her; and the other, the base forgery, in which he asked to be released from his engagement. Kent was not at all bad. He loved her madly, and you may be sure that his sore punishment began, when, after the physicians had brought her out of that death-like swoon the first words that came to Virginia's lips, in that strange, passionless tone, which is far worse than anger, were, "Remember! I will never forgive you—never!"

They came back to New York for a single day; but Virginia saw no one but her grandmother. The old lady, upon her death-bed, raved of that interview, and vainly implored Virginia's forgiveness for urging Kent on to his treachery. The newly wedded pair sailed in the ill-fated ship which took fire off the coast of Nova Scotia, and whose name still carries terror to many a heart. Virginia was one of that handful of survivors her unhappy husband fought for her place in the boat, and, remaining behind, himself perished with the ship. The agony of terror, the long night which she spent at the mercy of the waves, proved too much strain upon poor Virginia's already over-burdened frame, and Frank and I were summoned by telegram to her at Halifax, where she lay for days, unconscious, with a brain fever. And then, to add to her misery, when recovering, she was thrown into a nearly fatal relapse by seeing accidentally, that the Tecumseh had gone down, in the attack on Mobile harbor, with every soul on board. The Tecumseh was Langley's ship.

Virginia came to live with us about two years before the commencement of my story. She seemed to feel a sort of sorrowful remorse about her husband, which was not grief, and yet it cast a shadow over her life. "He was treacherous and false," she said to me one day, "and he broke my heart—but what right have I to judge him? Harrie, I told him I would never forgive; and he died thinking himself unforgotten." Of Langley, as I told you, she never spoke.

"Well, the 'perfect treasure' made her appearance. She was a rather young woman, with a pleasant, low voice, and very good manners, for one of her station. I was charmed. Certainly, this girl seemed determined to please me; she did her work in a faultlessly neat way; she amused and played with the twins; and baby had more quiet nights than I have known him to have for weeks. So, after a month's trial, I began to sing Alice's praises, and allowed her full control in her own department, with a good many privileges. Virginia, alone did not seem to like her. Virginia had a curious way of looking at new faces, a searching, penetrating glance, that I always thought had a sort of mesmerism in it, all the stranger because her eyes were so gentle and soft. Alice never met the look fairly, as I remembered afterward.

"It was the spring '65. The closing scenes of the war were crowding thick and fast upon each other. Virginia kept her room a good deal. The warm April weather seemed to enervate her and she shrank away from the joy and enthusiasm we all exhibited. Poor child! It was hard for her to hear of the soldiers and sailors who would be coming home now, and to feel that, for her sore heart, Peace would bring no balm.

One night Frank had taken a box at the Italian opera in New York. We lived in Brooklyn, and, as Kellogg was to sing, I begged Virginia to go with us. But she steadily declined. She would stay at home and keep house she said. Now, two of my servants were going to a fireman's ball the same night, leaving only Alice and the cook at home; so I must say I felt rather more easy about the children when I found that Virginia would not go. Going from New York to Brooklyn at night, however, is a long journey, and it was close upon one o'clock when we drove up to our door.

In the meantime, Virginia, after our departure, had sat for some time writing letters in her own room. The twins were having a noisy romp in the nursery; and when she looked in to say good night, Fred fastened himself upon her neck, and begged to come and stay with auntie; she yielded, and then Fred began building card-houses on the sofa until he got tired, when he curled himself in a corner, and in two seconds was fast asleep. Being very much interested in her book, Virginia let the little fellow sleep on, thinking that by-and-by she would take him up to her own room and put him to bed there, as she frequently did. At last she fell asleep herself.

She never knew how long she slept, but she had a painful nightmare sensation, as if somebody was trying to smother her; and after struggling with the feeling for some time, she slowly, and with a great effort, opened her eyes. Why! what had happened to the room? The gas must have gone out—it was totally dark, save a flickering gleam from the dying fire on the hearth, and what a sickening deadly smell there was. With a lightning rapidity, which is more like instinct than thought, it suddenly flashed upon her what the strange scent was—chloroform! Then, as she caught her frightened breath, and sank back in her chair, a low sound of voices from the dining room reached her ear. The door between the rooms was ajar, and she saw a thread of light from it; the voice she first heard was a man's.

"Yer didn't give the young 'oman too much, did yer?" it asked, rather anxiously.

"I wish I had," returned Alice's low, and stealthy voice. "I hate her! She suspects me."

"Ha! ha!" gurgled the man. "She must ha' been purty onvill to yer; yer usually gets on the right side of 'em. Is that 'er pitcher silver or plate?"

"Plate. The silver is upstairs."

Virginia shook as she heard the venom of that low voice. "She was Mr. Langley's lady-love till her old grandma stopped it."

"And what was Mr. Langley to yer, my girl?" said the man.

"Hash! you'll wake the child, and I don't want to do him any harm. Mr. Langley, —" The woman's voice softened. "He never said a dozen words to me in his life; but, look you, Vincent, I worshiped him."

"That's right. Tell me all, as I'm yer husband that is to be," said the other, with a coarse laugh.

"Mrs. Kent has splendid jewels, too. I picked the lock to look at them. You can take as many of those as you like. Come!"

As soon as the sound of their footsteps died away, Virginia snatched the deadly handkerchief off her head, and staggered to her feet, though dizzy. She was a very spirited girl, and determined that the pair should not escape. But what could she do? It was vain to think of getting the cook to alarm their neighbors at the corner, for the next lot was vacant, and she must cross the hall, and go past the stairs, to find her. There would be no use in throwing up the window and screaming; the house was on Clinton Avenue, far out, and the policeman did not come past very often.

Virginia wrung her hands, when a sleepy murmur of "Auntie!" startled her. In a second her resolve was taken, and she was on her knees by Fred, kissing him and saying: "Fred, my darling. Auntie is going to do something funny. You remember how papa jumped you down from the balcony on Christmas day to run after the monkey? I'm going to jump you down now. Don't speak a word. Act like a man. There!"

Fred was just four years old, but a great boy for his age, and he always obeyed Virginia implicitly; so he rubbed his eyes wide open and was carried to the window. The balcony, outside, was not far from the ground. As Virginia looked out, carefully, she saw, under the corner gaslight, a tall figure, with a gleam of brass buttons.

"Fred," she whispered rapidly, run fast to that policeman, and tell him he must come right here to auntie; then go to Mr. Motley's, at the corner, and ring the bell with all your might—it is low, and you can reach it—and tell George and Harry Motley that aunt Virginia says there is a thief in the house. Don't be afraid, Fred; be a man like papa!"

Over; softly, gently, over the low railing; and then, with a good shake of his small person, Fred's fat little legs trotted swiftly off towards the policeman.

Directly, under the balcony, a voice said, softly:

"What's wanted ma'am? Can you open the front door for me?"

"I cannot," she panted; "there are burglars in the house, and I should be heard. Couldn't you get up here somehow? Has the little boy gone to the neighbors?"

"There was no answer to her question but the policeman easily followed her suggestion, and climbed up over the balcony.

"Wait!" whispered Virginia, laying her cold hand on the policeman's arm, as he made a motion to go forward. "They are upstairs, in my room, looking for my jewels. If you will stand just be-

hind that door, I will creep up the back stairs, and reconnoiter; if the woman comes down to answer the bell, seize her. There is only one man; if I want help I will call, and then you must rush up the front stairs."

"Are you not afraid?" asked the policeman, with some surprise; but Virginia was gone before he had finished his remark.

When she reached the stairs, she found by the sounds, that the man had evidently gone into the silver closet, which stood on the other side of the back stairs, and that now she was between the two—for she could hear Alice walking about in her room. Quick as a flash the little figure glided up the stairs, slipping off her boots on the lowest step; there was no light in the hall, except that afforded by the burglar's lantern for the gas was turned down low, and the lantern set inside the closet door. The door opened outward, and the key was in it; a spring, a sudden bang, and then the click of the key in Virginia's nervous fingers, as she turned it in the lock. A tremendous curse came from the captured thief, as she leaned breathlessly against the door. The same moment the gaslight behind her was suddenly turned on, and Alice confronted Virginia.

"You here, madam? Well, you and I are quits, anyhow. Open that door, or I'll send a bullet through your head! You didn't think of my having the revolver, did you?"

"No," said Virginia, looking in the girl's furious eye with her peculiarly calm smile. "Help! Police!"

"You may split your pretty throat calling," said Alice, seizing her savagely by the arm. "No one will come; the cook's drugged, and you're at our mercy. Give me the key!"

"I'll trouble you for that pistol?" said a stern voice behind Virginia, as a quick, strong arm jerked the weapon away from Alice.

Alice, with a shriek, fell on the floor, for she realized all at once. But Virginia, gasping, "Ah, my God!" gazed as if turned to stone, for it was Langley Temple that she saw.

"Virginia! don't be terrified," he said, it is my very self, no ghost. Take my hand; see, it is flesh and blood, like your own." He had her in his arms. The door-bell was ringing furiously, but he would have let the neighbors pull the wire till it broke, before he would have left her in that dumb, shocked state. As he touched her, she trembled violently; then the light came back to her eyes, and with a sob of joy, Virginia flung herself on the breast of him whom she had mourned as dead.

The Motleys had time to think that Virginia was murdered before the pair opened the door. Very much surprised were they, to see, instead of the policeman they expected to find, a very tall, handsome man, a stranger, in undress navy uniform. Fred, now that his part of the fun was over, began to roar, and Virginia took him up in her arms, while the four gentlemen, (assisted by the real Simon pure policeman, a brawny son of Erin,) opened the closet, and secured the prisoner. Within the next fifteen minutes, the other servants had returned, (for the burglary took place before eleven o'clock,) and Alice, having recovered from her swoon, was carried to the station house.

I don't know how Langley and Virginia were occupied till my return, but when Frank thrust his latch-key into the door, Virginia flew out of the library, and tried, with a few incoherent sentences, to prepare me for seeing something. The consequence was, that when I pushed the door open in a very bewildered frame of mind, and saw Langley smiling at me, I was terrified almost out of my senses, and came near fainting.

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FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
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TASTES AND AMERICAN MANUFACTURE,
which we are prepared to make to order to suit the
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TRUNKS AND TRAVELING BAGS, AND A LARGE
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PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
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Where they will be happy to see all old friends and host of new ones "Who go down to the sea in ships," and will endeavor to give satisfaction in all business transaction, and shall keep constantly on hand a full assortment of

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And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.
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Fine and Fancy SHIRTS, DRAWERS,
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and CAPS, &c., &c., &c.,



OUTFITTING GOODS,
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LOW PRICES.

"NOT SOLD YET."

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NEW STORE AND NEW GOODS
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MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,
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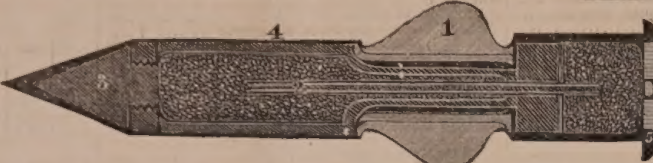


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Edward Merrill,
S. Griffiths Morgan.

SEPTEMBER 28 '75

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NEW BEDFORD, MASS.

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SEPTEMBER 28 '75

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WHALEMEN'S STORES of all kinds

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N. B. The attention of Merchants and
Captains engaged in the whaling business
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rates. A vessel will be dispatched for New
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oct'75

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Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 4th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, and 10.25 A. M., and 3.40 P. M.
Return, 7.30 and 11.10 A. M., and 4.35 P. M.
Via Old Colony Railroad, 8 A. M. Return,
8.50 P. M.

Providence, at 7.30, and 10.25 A. M., and 3.40
P. M. Return, 8.00, and 10.50 A. M., and
4.40 P. M.

Taunton, at 7.30, 8.00, and 10.25 A. M., and
3.40 P. M. Return, 8 A. M., and 12.10, and
5.45 P. M. Dean street station, 4.20 P. M.

Myricks, at 7.30, 8.00, and 10.25 A. M., and 3.40
P. M. Return, 9.20 A. M., and 12.20, 4.40
and 6 P. M.

Howland's, at 8.00 A. M., and 3.40 P. M. Return,
9.20 A. M., and 6.10 P. M.

East Freetown, at 7.30 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.15 P. M.

Bray's, at 8.00 A. M., and 3.40 P. M. Return,
9.30 A. M., and 6.20 P. M.

Acushnet, at 7.30 and 10.25 A. M. and 3.40 P. M.
Return, 9.45 A. M., and 6.25 P. M.

Worcester via Mansfield and South Framingham,
at 10.25 A. M., and 3.40 P. M.

Lowell, at 10.5 A. M., and 3.40 P. M.

Fitchburg, at 10.25 A. M., and 3.40 P. M.

Fall River, at 7.30, and 10.25 A. M., and 3.40 P. M.
Return, 8.00 and 11.20 A. M., 3.15 and 4
17 P. M.

Newport, at 7.30, and 10.25 A. M., and 3.40 P. M.
Return, at 7.20 and 10.40 A. M., and 2.30
and 4.45 P. M.

New York via Shore Line, at 7.30, and 10.25
A. M. Return, 8.00 A. M., and 10.00 P. M.

New York, via Stonington, at 3.40 P. M.

LEAVE TAUNTON, FOR

Boston, at 8.06, 9.40 and 11.10 A. M., and 4.30
P. M. Return, at 7.30 and 11.10 A. M., 2.4
35, and 5.30 P. M.

Providence, at 8.18, and 11.15 A. M., and 1.40,
4.35 and 6 P. M. Return, 8.00, 9.15, and 10
50 A. M., and 4.40 and 6.20 P. M.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.24 A. M., and 2.40 P. M.

Mattapoisett, at 7.24 A. M., 2.40 and 4.40 P. M.

Marion, at 7.24 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.24 A. M., 2.40 and 4.40 P. M.

Cape Cod, at 7.24 A. M., and 4.40 P. M.

Nantucket, Mondays, Tuesdays, Thursdays
and Saturdays, at 7.24 A. M.

Plymouth, at 2.50 P. M.

LEAVE BOSTON, via Old Colony Railway,
at 8 A. M., and 4 P. M.

LEAVE SANDWICH at 7.50 A. M., 2.57 P. M.

LEAVE HYANNIS, at 7.05 A. M., and 2.07
P. M.

LEAVE TREMONT, at 10.00 A. M., 3.55 and 5.50
P. M.

LEAVE MARION, at 10.15 A. M., 4.15 and 5.52
P. M.

LEAVE MATTAPoisett, at 10.25 A. M., 4.25
and 6.04 P. M.

Passengers from Way Stations on Old Colony
Railway will take the 3.35 P. M. train
from Boston.

ARRETT LADD, Asst. Sup't.

sept, 4, 1876.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 12 Union Street, daily, (Sundays excepted,
for Boston, Providence, Taunton and Way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.10 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known
to the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the Uni-
ted States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Coupons, &c., promptly collected. Goods of
all descriptions forwarded with despatch.
This Express connects with steamer Man-
chance for Wood's Hole, (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk Street, opposite the Old
South Church.
Providence, 34 Dorrance Street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union Street.
A. D. HATCH,
GEO. C. HATCH,
CALVIN HAYMOND, JR.,
New Bedford, May 20, 1876.

DAVENPORT, MASON & Co.'s
NEW YORK EXPRESS.

Daily, via Fall River, Providence and Ston-
ington, connecting with ALL THE EXPRESS
COMPANIES in New York, North, South and
West, California and Sandwich Islands,
having competent messengers who accom-
pany each Express, our customers may rely
upon orders being promptly answered and
all business faithfully attended to. CHARGES
SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &c., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pas-
sage Tickets to and from Europe for sale at
this office.

CALIFORNIA TICKETS, by steamers leaving
New York on the 5th and 21st of each month
furnished as usual, and all information in
regard to the route given without charge.

DAVENPORT, MASON & Co.
New Bedford, Sept. 3d 1876.

POTTER & CO.'S

New Bedford and New York
DAILY EXPRESS.

Via New Bedford and New York
Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—New York, at 105 Wall
Street No. 346 Canal Street, corner of
Church; and Pier 39 East River, New
Bedford, at No. 19 Commercial Wharf.
Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets

CORDAGE.

THE NEW BEDFORD CORDAGE COM-
PANY are now prepared to furnish at
short notice

GANGS OF RIGGING,
of all sizes, and of the best manufacture.

MANILLA AND HEMP WHALE LINE,
made from pure Manilla and Russia Hemp.

All orders sent to L. A. PLUMMER, Treas-
urer, Rotch's Square, New Bedford, Mass.,
will be promptly attended to.

Scribners' Monthly for 1876

THE publishers invite attention to the
following list of some of the attractive
articles secured for Scribner's Monthly for
the coming year. In the field of fiction, bi-
ographies, numerous novelettes and shorter sto-
ries, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our
hands,

"GABRIEL CONROY,"

By Bret Harte.

Begins in the November number,

and will run for twelve months. This is Mr.
Harte's first extended work. The scenery and
characters, which the author has chosen
from his favorite field, California, are paint-
ed with characteristic vividness and pow-
er; and the work is without doubt the most
graphic record of early California life that
has yet appeared.

We shall also begin in the January No.

"PHILIP NOAN'S FRIENDS,"

Or Show Your Passports.

BY EDWARD EVERETT HALE.

The scene of this story is laid in the South-
western territory, now forming the States of
Louisiana and Texas, at the time of Aaron
Burr's treason. The characters lived in a
section which was now American, now
French, and now Spanish, and this record
of their adventurous lives makes a story of
intense and unflagging interest throughout.

A SECOND "FARMER'S VACATION,"

BY COL. GEORGE E. WARRING, JR.

Col. Warring is now in Europe, visiting in a
row-boat ride of two hundred and fifty
miles, one of the most fertile and interest-
ing of the vine-growing valleys of Europe.
The second series of papers promises to be
even more interesting than that with which
our readers are already familiar.

CENTENNIAL LETTERS,

Edited by John Vance Cheney.

A rare collection of Revolutionary Letters,
mainly from stores in the hands of the in-
terests of Col. Joseph Ward. They are
full of interest, and will be read with a rare
relish in connection with the Centennial
Celebration of the year.

BRILLIANTLY ILLUSTRATED
ARTICLES ON

AMERICAN COLLEGES.

Written respectively by their friends, will
appear during the year. The review and in-
terest in college life makes these papers espe-
cially timely, and will secure for them un-
usual attention.

OLD NEW YORK.

Elegantly illustrated articles on Old New
York, by John F. Miles, will appear at once,
and will attract the attention of all in city
or country, who mark with interest the
development of the great metropolis, and af-
fectionately remember the quaint peculiar-
ities of its olden time.

Every number is profusely illustrated,
thus enabling us to give to our descriptive
and narrative articles an interest and per-
manent value never attained in a non-illus-
trated periodical. Under its accustomed
management the magazine will in the future
be devoted, as it has been in the past, to
sound literature and Christian progress.

THE EDITORIAL DEPARTMENTS

occupy over twenty pages of each number
and contains Dr. Holland's vigorous and

OCTOBER 17, 1876.

[illegible]

CONSISTING OF
Overcoats for Men,
Overcoats for Boys,
Overcoats for Children
Reefers for Men,
Reefers for Boys
Dress Suits for Men,
Business Suits for Men
Dress Suits for Boys,
School Suits for Boys
Childrens Dress and Play
Suits,
AND A LARGE ASSORTMENT OF
CHEAP
CLOTHING

THE WELLS TEA COMPANY
Importers of
Pure China and Japan Teas

THE WELLS TEA COMPANY
Supply Teas to Storekeepers, in original packages, at lowest import prices, as per sample sent on application.

THE WELLS TEA COMPANY
Supply Teas to Peddlers in half pound and one pound bags, plain or printed, at a moderate price.

Send for circular and please say under which of the foregoing heads you desire particulars, so that we may send you all the information necessary without further trouble.

RICHARD S. HOWLAND.

No. 313 Davis Street,
SAN FRANCISCO,
California.

H.A. POLHAMUS H.A. POLHAMUS

LYNES & POLHAMUS,
 COMMISSION MERCHANTS
 IN
 OILS, WHALEBONE, &C..

CHARLES R. SHERMAN,
DEALER IN

No. 49 North Water Street,
NEW BEDFORD.
SEXTANTS, QUADRANTS, SPY-GLASS
COMPASSES, &c., repaired in a workmanlike
manner and promptly.

\$5 to \$20 per day at home. Sample
land, Maine. \$1 free STINSON & Co., Portland, Me.
1y mch7'76

\$12 a day at home. Agents wanted. Outfit and terms free. TRUE & CO., A

NEW YORK, January 24th, 1876,
The Trustees, in conformity to the ar-
rangement of the Company, submit the follow-
ing statement of its affairs on the 31st De-
cember, 1875:

Premiums received on Marine	
Risks, from 1st January, 1875,	
to 31st December, 1875....	\$5,840,021.58
Premiums on Policies not	
marked off 1st January, 1875.	2,455,722.87

Total amount to assets,.... \$16,619,990.82
Six per cent. interest on the outstanding
certificates of profit will be paid to the hold-
ers thereof, or their legal representative, on
and after Tuesday, the first of Feb-
ruary next.

The outstanding certificates of the issue
1872, will be redeemed and paid to the
holders thereof, or their legal representa-
tives, on and after Tuesday, the first of
February next, from which date all inter-
est thereon will cease. The certificates to
be produced at the time of payment, and
cancelled. Upon certificates which were
issued for gold premiums, the payment of in-
terest will be paid in gold.

A dividend of FORTY per cent. is de-
clared on the net earned premiums of the
Company, for the year ending 31st Decem-
ber, 1875, for which certificates will be iss-
ued on and after Tuesday, the fourth of
April next.

Wm. H. Coffey, Secy.

J. E. BLAKE & CO.,
Druggists and Apothecaries
With care and attention to business, and

J. E. BLAKE & CO.,
84 North Second Street, cor. Middl

BOLTS, SPIKES, NAILS, &C.,
 Old Metal taken in exchange for new
John P. Knowles, 2d. Agent

PHINEAS WHITE, JR.,
—FURNISHES THE—
PENDULUM PUMP.
THIS PUMP is the most perfect of the kind, and is adapted for all purposes.

I. H. BARTLETT & SONS,
(Established in 1810.)

NEW BEDFORD, MASS.
IVORY H. BARTLETT, JR.,
GEORGE F. BARTLETT.

No. 42 North Water Street,
NEW BEDFORD.
Whaling voyages and maritime claims
settled with dispatch.

The Lances are for sale by the following Agents, and at the manufactory, 15

Cracker, Wood & Co., New York City.
Williams & Barns, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
F. A. BARKER, Russell, Bay of Islands
New Zealand.

rect to Frank to gain intelligence before presenting himself to his family, he had stopped to light a cigar under the gas-light, where Virginia had mistaken him for a policeman. He had known her instantly; and probably, only her fright and agitation prevented her from recognizing his voice, which, as he mischievously told her he did not disguise in the least.

"Alice and her accomplice were identified by the police as old offenders. The woman had carried on a systematic pilfering at the Temples, and was an accomplished hypocrite. To my intense gratification, the pair were sentenced to the full term in Sing-Sing.

Langley and Virginia were married very quietly soon after. Frank gave away the lovely little bride, whose fair girlish bloom had come back to her, and who, under the influence of love, seemed a different woman from the pale, sad creature who had moved so quietly about my house.

They idolize each other, and, I think, have quite forgiven grandma Chichester and poor Horace Kent. Fred has always been a great pet with his aunt for his bravery on the night of the attempted burglary.

Between Fred's boasting and my ally teasing, poor Frank will never be allowed to forget his instrumentality in introducing me to such "a perfect treasure."

The Whalemens Shipping List.

NEW BEDFORD:
TUESDAY MORNING, OCT. 17, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending October 16, 1876.

	Bls.	Sp.	Lbs.	Wh.	Bone.
Marion.					
Schr. Admiral Blake,	....	....	....	....	....
Total	31,418	28,856	70,515		
Previously,	31,418	28,856	70,515		
From Jan. 1, to date,	31,418	28,856	70,515		
Same time last year,	35,778	33,941	84,688		

Exports for the week ending October 16, 1876:

	Sp.	Wh.	Bone.
Previously,	15,199	9,387	136,966
From Jan. 1 to date,	15,199	9,387	136,966
Same time last year,	15,729	9,572	154,458

NEW BEDFORD OIL MARKET.

For the week ending October 16.
SPERM.—Has continued in good demand at an advanced price; sales being made of about 3,000 bbls. for export and 75 do. for manufacture, at \$1.40 per gallon.
WHALE.—Is in better request, with sales of 600 bbls. Northern, at 60 cents per gallon for home use.

FOREIGN OIL MARKET.—The circular of Messrs. Bowles, Game & Co., dated London, September 28th, says:—Our refiners holding large stocks of Sperm Oil do not show any disposition to buy here, and our quotations are consequently quite nominal. Whale Oil is worth \$2.00 @ \$2.25 per ton, as to quality.

Whalebone.—Our market being quite bare of stock prices are extremely firm, and very fall rates would be given for any offering just now.

LETTERS.

A letter from Capt. Peaks, of bark Draco of this port, reports her at Kabenda, W. C. A., July 31, with 450 bbls. humpback oil this season. Reports barks George & Susan Heyer, New Bedford, 500 do.; Hope On, Baker, do. 250 do.; Rousseau, Almy, do. 140 do.

A letter from Capt. Snell, of bark Adeline Gibbs, of this port, reports her at Kabenda, W. C. A., July 28th, with 330 bbls. humpback oil; was bound to leeward humpbacking and then off shore sperm whaling, and would be at St. Helena in November.

A letter from on board bark Hercules Sherman, of this port, reports her at Palta, September 11th, with 400 bbls. sperm oil.

A letter from Capt. Gifford, of bark Vigilant of this port, reports her at Panama, September 30th, with 500 bbls. humpback oil to ship home.

WINTERING.—On Sunday last we were visited with the first snow storm of the season.

MUNICIPAL LIABILITIES.—The case of Eliza W. Ellis of Barnstable, whose claim against this city for personal injuries by falling upon an icy sidewalk on William street last Winter, that will maintain her for life, has been satisfactorily adjusted by the payment of \$1,150.

In the Supreme Judicial Court in Boston the jury awarded a verdict of \$1,200 to Marie Lyon for personal injuries sustained by a fall upon the ice in December 1872, while walking in Dorchester street.

Mrs. E. White has received \$900 from the town of Attleborough to compensate for damage received in passing over a defective sidewalk.

Eliza Thornton, Jr., has been nominated for re-election as County Commissioner by the Bristol County Republican Convention; and Joseph E. Wilbur for Register of Deeds for the Southern District.

WHALEMEN IN COURT.—In the United States District Court in Boston, in the Admiralty case W. E. Davis vs. Charles R. Tucker, the libellant brought action to enforce the payment of his lay of one two hundredth in the oil and bone of the ship Isaac Howland of New Bedford, which sailed from that port in November, 1864, and after obtaining a considerable quantity of oil and bone was destroyed by the rebel cruiser Shenandoah in June, 1865. The Court of Commissioners for Alabama Claims has awarded and the United States have paid the owners the value of the catchings, with interest, excepting the share (which was one-fourth part of the whole) belonging to one of the owners, which was insured. It was admitted that the libellant had received an advance of \$120.00 and some small stores during the voyage. The questions presented were:

Whether the interest should be allowed the owners on this advance down to the time of receiving this indemnity, and whether the libellant could recover his whole lay or only three-fourths of it—that is, whether the fact that the owners of one fraction of the catch were insured and that a deduction was made on that account should reduce the libellant's lay in that proportion? The libellant and other seamen had made separate claims before the Court for their lays, but at the suggestion of the owners the award was made to them in trust to pay the lays. In this award of the value of the catch is found the following: "Including the lay of the officers and seamen, the said interest amounting on the 22d October, 1875, to \$13,371.51," and afterwards that the whole sum was "to be received and distributed by the owners, according to law, among the respective parties entitled thereto, in their due proportions." And, again, though they awarded but \$32,000 with interest to the owners, because of the insurance, they declared that the whole value of the catch, which they assessed at \$38,000, should be the basis of settlement between all persons interested, except those who had been insured.

This case is of importance from the great number of similar cases which depend on its decision. The loss happened before the law was passed giving the crew wages up to the time a vessel is lost, and in this case the rights of the crew depend upon the award of damages and its payment by the United States.

1. It is evident that the Court of Alabama Claims intended to award the full amount of wages to the men. They were not insured, and had presented their several petitions with the evidence to support them, and were justly entitled to their full lays. The ship owners very properly represented to that Court that great inconvenience would arise from making separate awards to the men, since all of them had received something in the way of advance wages or supplies, and a great amount of litigation as well as some delay of loss, might be expected to follow any attempt to settle with each man after he had received his wages without deduction. Accordingly they award, as they say, the lays of the seamen, but order them to be paid to the owners. I cannot presume that a mistake of computation has been made; nor do I suppose the fact to be so. The counsel for the owners informed the tribunal in his brief that "the crew are entitled in their settlement with the owners to their lays in the whole catch, without regard to insurance, and without any diminution on account of insurance," and I know of no reason to think that this very true statement of the case was disregarded. On the contrary it is plain from the award itself, and as I understand it was admitted in the argument for the owners that the full wages were given. Another consideration arises in this case so if it needs more proof. The owners, who were insured did not include the shares of the men in their estimate of value, not only part estimated at two-thirds of the full proportion by the insured owners—so that these wages have never been theoretically or actually paid by any one except the United States, and by them they have been paid to the owners in full. Why, under these circumstances, the owners should take this point I do not see, unless they intend to refund something to the United States, which they have no right to do, because the award is made up properly and as it should be in giving the full wages. It is argued that the Court of Claims could not vary the rights of the parties, which is true; it is true that they have not attempted any such interference; and, lastly, it is true that the Court say how much they awarded, and from what source, and upon what trusts, and that the crew have been awarded their full wages and are to have them after making proper set-offs in each particular case.

2. Interest upon the advance must stop with the loss of the vessel, or at the time when the owners collected or might have collected the insurance. The owners insured their outfits, which included advance wages, and they paid their losses. I have not looked into the record to see whether any uninsured balances remain to be paid by the United States, because if there was such a balance it was paid with interest; and either way the owners have not lost the interest which they now seek to charge. The libellant, then, is entitled to his lay in the full amount awarded for the catch, in accordance with the terms of that decree, less the expenses of collection, and the owners may deduct the advance of \$120.00, with interest to the time when the insurance money became payable, and a reasonable part of the premium of insurance paid by them.

Interlocutory decree for the libellant. Damages to be assessed on the basis of this opinion. E. L. Barney and H. M. Knowlton for libellant; George Marston for respondents.

The Middleborough Railroad meeting on the 11th inst., was addressed by several gentlemen as to the proper route to be adopted. Pembroke people desired to have the road brought through that town, thence branch off through Carver to Tremont one way, and another to Middleborough. South Carver would do all it could to help it; Kingston would subscribe \$10,000; Lakeville would subscribe largely in case the road was built through that town. Mr. Ryder of Pembroke was added to the committee to canvass and report to the mass meeting about December 15th, when the different routes would be fully discussed.

OCTOBER ELECTIONS.—The returns from Ohio render it certain that the Republicans have elected Barnes by upwards of 6,000 majority, and made a gain of five and possibly six Congressmen. The Democratic majority for Governor in Indiana will probably be in the vicinity of 4,000, with a loss of four Congressional Districts.

THE CENTENNIAL EXHIBITION.—The intelligent correspondent of the Boston Journal in summing up some of its results says: Out of the thirty thousand exhibitors here, there are but few who are not satisfied with the amount of goods which they have sold. The Japanese and Chinese will go back to their homes with bursting pockets and with an ardent desire to come again. The English and French have done very well, especially in the sale of articles of ornament, the potteries, the objects of household art. The Australians have sold a great many things, but even had they no trade, they would be perfectly satisfied with the magnificent advertisement which they have obtained for their continent by means of the Exhibition.

As for the Turks, the Egyptians, the Portuguese, the Russians, they have been sold pretty well out for some time past, and would gladly have duplicated their whole stock could they have done so in time. The Russians especially have had immense success. An international shopping bazaar ought to be one of the features of our great cities. The stock company that should establish it would coin money. Spain has fared but poorly; but Spain brought comparatively little to sell. The haughty Dons were chiefly anxious to show that their country has not retrograded in the last two or three centuries so much as is popularly supposed, and I think they have done it.

As for our own exhibitors, they have not only sold great numbers of articles, but they are justly counting on immense sales in the near future, sales which will be directly due to the influence of this Exhibition. The instances in which new lines of trade have already been established since May 10th between our own and other countries, are very numerous—are multiplying daily.

The project formed for the purchase by a stock company of the main Exhibition Building with the design of creating in it a permanent industrial fair, has been hindered, if not rendered impossible, by the action of the Park Commissioners, who have decided that they cannot allow the building to remain standing after the close of the fair.

In relation to the operations at Hell Gate, General Newton writes "that the object of the explosion was mainly to break up the rock in order to its removal by the steam grapple to a depth of 26 feet at mean low water. Any increase of depth through the agency of the explosion was no necessary part of the project. An increase of depth, suitable for all vessels drawing less than twenty feet, has been the result of the explosion, owing to the peculiar disposition made. The bays were placed to accommodate vessels drawing 20 feet of water. Along the ridge of the reef at 120 feet from the shore line the depth, which originally was nothing, is now 8 feet at mean low water, and it increases gradually to 20 feet to the buoy on that line. The survey now in progress will be pushed to its completion in order to furnish sailing directions to pilots too cautious now to venture inside of the line of buoys."

FINANCIAL.—The Boston Shipping List of the 11th inst., cites a moderate demand for money, with a scarcity of first class notes, which are sought by private lenders at 3 1/2 per cent. The regular run of business paper passes freely at 5 @ 6 per cent., and some at 7. Call loans principally at 4 per cent. The banks are lending to each other at 2 per cent. The weekly bank statement shows an increase of \$1,297,600 in loans, and \$3,387,600 in deposits. Gold, a shade easier, closing on the 10th inst., at 109.

The Bay Psalm Book belonging to the estate of the late Dr. Shurtleff in Boston, was sold at auction on the 12th inst., for \$1,025, to S. S. Rider of Providence for a gentleman in that city. It belonged originally to Rev. Richard Mather, one of its authors.

The schooner Era has just arrived at New Haven, Conn., from the Arctic regions, laden, it is reported with several tons of mica, said to be worth from \$5 to \$12 per pound, taken from the Nianctic valley since the 16th of June.

Crocker & Perry's Woollen Mill at Leominster which cost originally over \$80,000, was sold by auction on the 11th inst., for \$16,425. The Lancaster Savings Bank has a mortgage on the property for \$25,000. It was purchased by E. M. Rockwell of Fitchburg, who will immediately put it in operation.

The Sturtevant Manufacturing Company's property at Lebanon, N. H., is to be sold by auction on the 21st inst.

The State rate on corporations is \$12.80 on \$1,000 in Massachusetts.

A poor fellow seeking for employment in a Chicago telegraph office finally asked to be hired as a telegraph pole. It was no use, every post was full.

There is a child in Dighton which has twelve living grandparents, the child with its parents and grandparents representing five generations.

Mrs. Foster, claimant under the Will of the late Mr. Singer for a share of \$14,000,000 has accepted \$75,000 in compromise with the executor of the estate.

The McKay & Bigelow Heating Machine Association will pay a dividend of 50 cents per share, October 15th.

If a clergyman is in doubt what to preach he should preach about ten minutes.

In the Supreme Court at Taunton last week was tried the action of the Fall River Foundry and Machine Company against Benjamin Hall. The claim was for money alleged to be due the corporation from Mr. Hall, as the balance of his subscription to the capital stock of the corporation. The amount of Mr. Hall's subscription was \$5,000, of which he had paid nothing. The corporation, after making a demand on him through its treasurer, Mr. Warner, for each assessment, sold out the stock at auction, the avails of the sale amounting to but ten cents on the dollar of the par value of the stock. The suit was for the balance between the amount subscribed and the amount realized. There was no denial of the plaintiff's testimony, of the validity of the assessments, or any irregularity in the acts of the corporation. The defence requested the Court to rule that the plaintiff had made no case in law. The Court so ruled, holding that the only remedy of a corporation under the present law is in rem,—that is, against the stock itself, and not against the subscriber to the stock. J. M. Marton, Esq., for plaintiff; J. C. Blaisdell, Esq., for defendant. This decision will effect quite a number of stockholders in this and other manufacturing corporations, who have the same relations to these corporations that existed between Mr. Hall and the Foundry and Machine Company.

An immense elevator, which will hold 1,600,000 bushels of grain, and will cost \$700,000, has been nearly completed in New York for the New York Central and Hudson River Railroads. It is on the North River, at the foot of 61st street.

The diphtheria is so prevalent at Dover, N. H., that it is proposed to close the schools.

Smith & Wesson of Springfield have contracted with the Russian government to furnish 20,000 more army revolvers.

The census of Brazil has just been taken. It indicates a population of 9,930,000 souls, including 1,510,000 slaves and 243,000 foreigners.

All of the executors of the Will of E. B. Ward, the Detroit, Mich., millionaire, have resigned, it is understood because they found the management of the estate much more difficult than they had anticipated.

The late Confederate General Braxton Bragg, held a policy for life insurance of \$43,000.

Nearly \$11,000 has been received at the First National Bank of St. Paul in response to a circular to the banks asking donations to the fund for the benefit of Mrs. Heywood, widow of the bank cashier killed by the robbers at Northfield, and so far responses have been received from but one-tenth of the banks of the country.

The claim of the Boston sugar importers that sugar from St. Domingo and Porto Rico is entitled to the same reciprocity as on sugar from the Hawaiian Islands, has been rejected by the Treasury Department.

In 1875 the value of books imported to this country from Great Britain was \$269,907, and our book exports to that country in that year were valued at \$17,352. The imports were partly of old editions and books in foreign languages.

The dry goods firm of Hogg, Brown & Taylor, Boston, find themselves to have been robbed of some \$7,000 worth of goods by a porter who has been in their service during the past ten years, and heretofore was accounted thoroughly honest.

For the first time in something more than a century, says the Providence Post, there is not a registered vessel belonging to the port of Newport. The commerce of Newport has fallen off to an unprecedented extent during the last twelve or fifteen years.

Rev. William Winans, better known as "Happy Jack," a reformed sinner, is said to be doing good work in the temperance cause in Fall River.

Burners of kerosene will have to go back to gas. Oil has gone up one hundred per cent. within six weeks; while the reduced prices of coal will enable the gas companies to furnish gas at reduced rates.

A \$100,000 fire occurred at Sandy Hill, N. Y., on the 11th inst., including the Rexford House, A. B. Davis' three-story brick, and other buildings. At Toledo, Ohio, the lumber yards of Mitchell & Rowland lumber company involves a loss of \$100,000; insured \$80,000.

The Manchester Mills, N. H., manufacturing corporation has declared a semi-annual dividend of 4 per cent. Their gross sales for the past year have amounted to \$4,480,878. The Langdon Mills company have declared a semi-annual dividend of 3 per cent.

56,829 voters were registered in New York city on the 11th inst., and 43,144 in Brooklyn in addition to 26,659 registered on the previous day.

The Marquis of Lorne, the Queen's son-in-law, has lost his right to vote in Westminster. His name was objected to in the Registration Court on the ground that he did not occupy the house which he owns, but had let it to Sir Wilfred Lawson. His name was accordingly stricken from the list.

The New York morning express train on the Old Colony Railroad came in collision with a freight train at Randolph station on the morning of the 13th inst., causing the ruin of three locomotives and several baggage cars, the death of a fireman, and injuries, more or less severe, sustained by other employes of the road. None of the passengers were seriously injured.

It has been decided in one of the lower courts of California that the law imposing the penalty of public whipping on wife-beaters is unconstitutional. There is no present prospect however, that the question will be carried to the court of last resort.

A RAG MILLIONAIRE.—One of the wealthiest of English velvet manufacturers, Mr. Lister, worked his way to success by years of patient labor, in search of a way to utilize silk rags. He began by buying up all such waste at less than one cent a pound, and up to the year 1864 he had expended the immense sum of over \$1,300,000 in fruitless efforts to find a process. Nothing daunted, however, he continued his experiments, and within the past ten years has discovered a method of converting such refuse into velvet of the finest quality. He carries on this industry in England, employing some 4,000 workmen, and hundreds of travelers are also employed, whose sole business is to buy up silk waste in all parts of the globe. The factory is said to have cost nearly \$3,000,000.

The Rhode Island State Association for the protection of game and fish has appointed ten special detectives to procure evidence to convict infringers and secure better observance of the laws for the protection of game, and has offered a handsome reward for the detection of the offenders.

The inspectors of Turkish guns at the Providence Tool Company's works have not received their monthly salaries since last June, but their expenses have been borne, in part, by the Tool Company. General Tefvik has given them \$1,000 out of his private purse to satisfy them till their back pay can arrive.

The oldest husband and wife in New Jersey are Mr. and Mrs. Hudson of Morristown, aged respectively 97 and 93 years.

The presses in the Springfield postal card factory are kept running until 9 P. M., daily, to supply orders. The September orders aggregated 9,875,500 cards, and for the quarter just ended 37,534,000, nearly 7,000,000 more than during the corresponding period of last year.

One hundred and twenty-five thousand dollars in American gold coin was withdrawn from the Bank of England on the 9th inst., for shipment to New York.

800 bales of cotton, valued at \$37,000 were burned in Brooklyn, N. Y., on the 9th inst. The fire was caused by sparks from a tug-boat falling on lighters which contained the cotton, which belonged to Messrs. Inman, Swann & Co.

A \$240,000 fire occurred in Cleveland, Ohio, on the 8th inst., in the elevator of Otis & York, on River street, whose loss on grain and buildings is \$75,000. The Railroad Hotel, the Michigan Central line, and others being losers.

The total assessed valuation in Providence this year is \$121,065,200, against \$121,954,700 last year.

Star-gazers in this city, Boston, Providence and elsewhere saw a brilliant meteor pass across the heavens in a North-easterly direction on Sunday evening, 7th inst.

Wild geese are making their way Southward.

The second son of the late Governor Andrew of Massachusetts, will enter West Point next June.

The first blow for Cuban independence was struck eight years ago, October 10th 1868.

The grand rush to the Centennial is pretty nearly over, and the crowd has dwindled to 60,000 and 70,000 a day again.

The Fairhaven Institution for Savings has declared a legal semi-annual dividend of 2 1/2 per cent. payable on and after October 30th.

In Poughkeepsie, N. Y., last week, a widow whose former husband had died from the effects of five drinks of elder brandy, which he had taken within fifteen minutes in a liquor shop, obtained a verdict of \$800 damages from the man who sold the liquor.

MARRIED

In this city, 5th inst., Mr. Edwin F. Brown to Miss Lucy B. Brown, both of Dartmouth; 7th, Mr. Frederick L. Soule to Anne L. Reynolds; 10th, Mr. Augustus Bemis, of Springfield, Mass., to Miss Emma T. White, of this city; Mr. Frank M. Douglass to Miss Helen A. Carter; 12th, Mr. Jonathan Devoll to Mrs. Lydia Randall; Mr. George E. Braman to Miss Hattie H. Child, all of this city; Mr. Frank E. Jennings to Della J. Woodard.

DIED

In this city, 8th inst., Hannah Shea, 68; Patrick James, infant son of John and Hannah Shea, 7 months; 9th, Lizzie G., daughter of John S. and Susan G. Riley, 3 years and 5 months; Philip Grant, 50 years and 8 months; Anna Howard, infant daughter of Joseph and Abbie Lawrence, 8 months. In Fairhaven, 10th inst., Mary Harvey, adopted daughter of Harvey and Mary Wardsworth, 24 years and 7 months; Mary, widow of the late Capt. A. D. Stoddard, 87 years and 4 months. In North Dartmouth, 9th inst., infant daughter of Ephraim G. and Deborah T. Manley, 3 weeks. In Mattapoisett, 2d inst., Eliza Hammond, 77 years and 4 months. In Nantucket, 8th inst., Obed Coffin, 60 years and 4 months; 12th, Alexander G. Hussey, 81 years and 11 months. At Russell, Bay of Islands, N. Z., about August 1st, 1876, of congestion of the lungs, accelerated by heart disease, Dr. Samuel Hayward Ford.

NOTICE

CITY CLERK'S OFFICE, City of New Bedford, Oct. 16th, 1876. The Committee on Licenses will be in session at the City Clerk's Office, on MONDAY, the 23d inst., at 2 o'clock P. M., to hear objections, if any there be against the erection and maintenance of a Steam Boiler by William F. Nye, in his Factory No. 7 Walnut street. oct17 HENRY T. LEONARD, City Clerk.

FOR THE AZORES.

THE A1 Clipper Bark MODESTA will run as a regular packet between Boston and the Azores Islands. For freight or passage apply to Capt. WILLIAM LEWIS, No. 13, Hamilton Street, New Bedford. MEDINA BROTHERS, 39 Lewis Wharf, Boston. MANUEL J. SEQUEIRA, Fayal, W. I. or SILVA, CABRAL & Co., St. Michaels, W. I. apl17/76

SEND 25c. to G. P. ROWELL & CO. New York, for Pamphlet of 100 pages, containing lists of 3,000 newspapers, and estimates showing cost of advertising. 1y mch17/76

A NEW ERA IN MEDICINE.

PROF. W. PAINE, A. M., M. D., having discovered that Disinfectants owe their powerful disinfecting power to a Gas known as Ozone, has invented a process whereby the ozone from Chloride of Lime, Carbolic Acid, etc., is collected and reduced to a liquid, and may be incorporated with all medicines. This liquid he calls Catarrh Vapor or Liquid Ozone. It not only disinfects foul cellars, houses, sewers, etc., but when inhaled or taken, rapidly destroys all forms of poisons that cause diseases, as Diphtheria, Smallpox, Catarrh, Consumption, Dyspepsia, Neuralgia, Fevers, etc.

His Liver Renovator Pills purge the system and destroy all poisons in the blood. His Anti-Periodic Pills remove malarial, and are a positive cure for Neuralgia and all Chills and Fevers.

His Spermatorrhoea Pills cures all Nervous Diseases.

His Blood, Stomach and Liver Tonic builds up the blood and disinfects the body. The professor has prepared remedies for the instant cure of every disease, and is Dean of the Philadelphia University of Medicine and Surgery, which is open throughout the year for the instruction of ladies and gentlemen in the new system of practice. Depot and office, 232 N. 9th street, Philadelphia, Pa.; Branch office, at the College, 1,347 Ridge Avenue, under the charge of Dr. C. W. Paine. Short Hand Practice sent free on receipt of letter stamp. apl26-76 6m

Many Years of careful Research has produced it.

Wood's Improved Hair Restorative is unlike any other, and has no equal. The improved has new vegetable tonic properties; restores grey hair to a glossy, natural color; restores faded, dry, harsh and falling hair; restores, dresses, gives vigor to the hair; restores hair to prematurely bald heads; removes dandruff, humors, scaly eruptions; removes irritation, itching and sealy dryness. No article produces such wonderful effect. Try it, call for Wood's Improved Hair Restorative, and don't be put off with any other article. Sold by all druggists in this place and dealers everywhere. Trade supplied at manufacturers' prices by C. A. COOK & CO., Chicago, Sole Agents for the United States and Canada, and by Weeks & Potter, Boston. aug29/77 3m

BARBADOS, West Indies.

W. P. LEACOCK & CO., SUCCESSORS TO NOBLE TOWNER.

THE undersigned beg to give notice to owners, agents, at masters of sailing vessels, that they have succeeded in getting the tonnage dues removed from whaling vessels visiting this port for the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31 1/2 gallons, in lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed. The expenses attendant on shipment of oil at this port are as follows: Package duty of twenty-four cents per barrel. Harbor dues, \$3; Bond at Custom House, \$3; and a Harbor Police Fee, as follows, viz:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$5. They will continue, as heretofore, to supply stores, and negotiate drafts on the same favorable terms; as well as receive and ship home oil at the rate of One Dollar and Twenty-five cents per barrel, (delivered at New York or Boston) free of all other charges except insurance, which will be effected on the most favorable terms when required. Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any person offering themselves as Pilots, as there are none licensed by the Government, and none needed, there being no obstructions whatever in the Bay. On coming to anchor, masters are also informed that the middle part of Calicut Bay, between the north and south direction, between the light on the point of the Harbor, and the light on the point of the Harbor, (on the latter of which a large wooden Lazzaretto is erected) is of great depth, varying from 20 to 30 fathoms, and by running well past the buoy to the leeward of the Lazzaretto in the night part of the Bay, they will find good bottom at from 8 to 9 fathoms. There is now no direct communication with this place and the United States by mail. Masters of vessels calling off the Harbor and not wishing to anchor may obtain their cargo by conveying on shore in a boat, after having been duly bonded by the Harbor Officer, and will only incur the expense of that officer's fee—\$1. New Bedford papers always on file for inspection. W. P. LEACOCK & CO.

BOSTON, CLINTON, FITCHBURG & NEW BEDFORD RAILROAD.

On and after MONDAY, September 18th, 1876, trains now leaving New Bedford at 5.30 A. M., 12.10 and 6.20 P. M., and on Sunday at 8.45 A. M., Boston for New Bedford at 2.00 and 5.30 P. M.; Providence for New Bedford at 1.55 and 7.30 P. M.; Providence for Taunton at 1.20 P. M.; New York Shore Line at 1.10 P. M.; Taunton for New Bedford at 3.25 and 6.55 P. M.; WILL BE DISCONTINUED. The trains that will leave New Bedford at 9.15 A. M. will leave at 10.20 A. M. aug31/76 WARREN LADD, Asst. Supt.

WANTED. We will give an energetic man and woman Business that will pay

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Whalers' Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING OCTOBER 24, 1876.

NO 36.

The Whalers' Shipping List,
AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY E. B. P. RAYMOND,
8 South Second St., New Bedford, Mass.

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A. W. PERKINS & CO., Honolulu, Sand-
wich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of
arrival, and the amount of Oil and Whale-
bone brought by each vessel.

Bis. sp. wh. bone.

JANUARY.
By Railroad, N. B., 60,403
Jos. Nickerson, N. Y., 101
Nile, N. L., 385
do, on freight, 1,500
Colon, N. Y., 372
Gow, 136

FEBRUARY.
Humber, Boston, 70
Azor, 1,183
City of Dallas, N. Y., 151
Young America, 2,945
Colon, 69

MARCH.
Bart. Gosnell, N. B., 817
A. Blake, Marion, 82
2,305 3,387

APRIL.
Syrén, N. B., 87 5,134
L. P. Simmons, N. L., 443
Flying Fish, 200
Europa, N. B., 1,668 14,000
Helen Mar, N. B., 85 1,425
do, on freight, 294
Ceylon, 5,280
Merrill, 1,645
Colon, N. Y., 162
Helen Keen, N. B., 458
Desdemona, N. B., 99
do, on freight, 40
City of Ferdinand, 2,674 15,160 14,000

MAY.
Arnold, N. B., 606 114
do, on freight, 393
Africa, N. B., 1,093
Sarah, 600 234
O. H. Pigeon, 210 510
Trizon, 30 24
Fleetwing, 40 1,425 300
do, on freight, 580
Carondelet, N. Y., 68 3
Starford, N. B., 374 241
3,383 3,136 300

JUNE.
Gov. Morton, N. Y., 253 955
R. W. Wood, N. B., 1,332 646
Africa, N. B., 33 1,279
Atlantic, 424
President, N. B., 58 1
Andes, N. Y., 172
do, on freight, 16
Crescent City, N. Y., 600
Alps, 159

JULY.
Elvie Allen, N. B., 2,188 78
Mattapoisett, 187 177
Wm. Anthony, N. B., 1,146
Colon, N. Y., 430
do, on freight, 544
Acapulco, N. Y., 280
Eliza Adams, N. B., 1,120 80 480
do, on freight, 1,200 272
A. Phillips, 401 1
Ellen Ripsh, 110 220

AUGUST.
Agate, N. B., 107 216
Anzade, N. B., 57
Colon, N. Y., 163
D. A. Small, 309
California, 1,709 123
do, on freight, 480
W. A. Grouler, Prvt'n, 300 30
Catalpa, N. B., 37
N. J. Knight, Prvt'n, 160 125
Mary Frazier, N. B., 708 291
do, on freight, 766 162 719
Canina, N. Y., 274
E. H. Haddell, Prvt'n, 190
Acapulco, N. Y., 587

SEPTEMBER.
G. M. Parker, N. B., 163 194
Union, 28 5
Elsing Sun, 98 219
A. Hicks, 675
Wm. Wilson, 57 4
Rosa Baker, 316 7
Azor, Boston, 950 20
Arizona, Prvt'n, 80 20
M. E. Simmons, 150 200
E. Cook, 75 200
Edward Lee, 180
A. H. N. B., 550
Black Hawk, N. Y., 75
Cohannet, F. H., 75
Antarctic, Prvt'n, 80 80
E. Lewis, Boston, 135
Crescent City, N. Y., 160
Quickstep, N. B., 76 11
Com Morris, 82
do, on freight, 274
Canina, N. Y., 180
Golden City, N. B., 276

OCTOBER.
Wm. Martin, N. B., 225
Louisa A., 220
Wave, 376 1
A. A. Blake, Marion, 30 90

LIST OF WHALERS IN PORT.
NEW BEDFORD
Ship California, Brightman, Pacific.
Daniel Webster.
Bark Catalpa.
Commonwealth Morris.
E. B. Phillips, Francis, Atlantic.
E. Corning.
Merlin, Sturgis, Indian Ocean, Oct.
Progress.
Seine.
Thomas Pope.
Wave, Hammond, Atlantic, Nov. 15.
Schr. Golden City.
Petrel.
Union.

FAIRHAVEN.
Schr. Ellen Rodman.

WHALERS TO ARRIVE IN 1876.

The following is a list of whalers expected
to arrive in 1876, with the quantity of Oil
and Bone on board, when last heard from:

NEW BEDFORD.

Janet, sp. wh. bone
Mercury, 600 500
Milton, 1,740 200
Osprey, 240
Pacific, 400

THE New-York Times.

A Political, Literary, and General
Newspaper.

DEVOTED TO REFORM IN
MUNICIPAL, STATE, AND GENERAL GOV-
ERNMENT.

ESTABLISHED 1851.

In 1876 The New-York Times will complete
the twenty-fifth year of its existence.
Throughout a quarter of a century it will
have remained true to the objects and aims
for which it was founded. It has held
the first place in the press of the coun-
try; it has endeavored to stand on all oc-
casions by the side of truth and justice;
and it has advocated political principles
only when they were certain to promote
the honor and welfare of the country.

As a family paper, The Times has always
been a very high reputation throughout
the United States. It is free from all ob-
jectual advertisements and reports, and
under no circumstances whatever are "per-
sonal" announcements, or questionable in-
terviews, allowed to appear in its columns.
The disgraceful lures of quacks and medical
pretenders, which pollute so many news-
papers of the day, are not admitted into
the columns of The Times on any terms.
The paper, moreover, has always resisted the
communist theories advocated by mis-
chievous journals and has opposed those
attacks on the family as the basis of Soci-
etism which are frequently made, and which
have led to so much misery and crime.

As a political journal, The Times will be
devoted, as in the past, to a discriminating
support of the Republican Party, while it
reserves the right of expressing independ-
ent opinions upon the measures or policy of
any Administration, or upon the course of
any leaders. Its attitude is that of inde-
pendence within the Republican Party, for
it is the organ of the interests of the people
most efficiently served. Party govern-
ment is essential to a constitutional country
and when journals profess to have "no par-
ty" they are in fact betraying the people.
The Times is faithful to the convictions and
aims upon which the Republican party is
based, but it is not the mouthpiece of a
clique. It was not originally established
as an "organ," nor has it ever asked for
received any "favors" whatever from the
party with which it has been identified. It
has supported the Republican Party in the
past, often at its own risk and loss, and al-
though it believed that party to be
founded on sound and patriotic principles.
But its support has been freely and impar-
tially rendered, and it will never consent
to serve as a mere tool for the registering
of the decrees of politicians. It will adhere
closely to these principles in the important
cannvass which will shortly engage the
attention of the people of the whole country.
The issue is at stake, and it will need
all the force of the press to sustain the right
side. The Democratic Party is substantially
for inflation, which is avowedly the first
step toward repudiation. The Republican
Party is in favor of a return to specie pay-
ments, by safe and judicious methods, and
of keeping faith with the national creditor;
and thus of preventing widespread ruin
and irreparable national dishonor. This
issue alone would lead The Times to stand
firmly by the Republican Party. The Demo-
cratic Party now boasts loudly of its "Re-
forming" spirit, but with a heavy hand
New-York and party of inflation and re-
pudiation in other States its professions are
of little value.

In the Presidential canvass, The Times will
advocate the best candidates nominated
and afterward to render them the hearty sup-
port it will take no part in personal in-
trigues but will ever be ready to defend
leaders and candidates who are true and
faithful representatives of the people.

Its Editorial Columns will be conducted
in a spirit of fairness and impartiality, free
alike from self-interest and political
jobbery, or any other favoritism.
The Sunday edition of The Times includes
in addition to all the news, selected and
original literary matter of the most varied
and agreeable character. Special arrange-
ments have been made to impart new at-
tractions to this feature of the paper.
Among the contributors of original stories
or articles to this paper are Bret Harte,
J. W. Forest, Emma Hardy, Dutton Cook,
William Black, and other distinguished
authors.
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Terms, cash in advance.

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PROF. W. PAINE, A. M., M. D., having dis-
covered that Disinfectants owe their poison-
dispelling power to a Gas known as Ozone,
has invented a process whereby the ozone
from Chloride of Lime, Carbolic Acid, etc.,
is collected and reduced to a liquid, and
may be incorporated with all medicines.
This liquid he calls Catarrh Vapor or Liquid
Ozone. It not only disinfects foul cellars,
houses, sewers, etc., but when inhaled or
taken, rapidly destroys all forms of poisons
that cause diseases, as Diphtheria, Small-
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His Liver Renovator Pills purge the sys-
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Diseases.

His Blood, Stomach and Liver Tonic builds
up the blood and disinfects the body.

The professor has prepared remedies for
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Many Years of careful Research

has produced it.

Wood's Improved Hair Restorative

is unlike any other, and has no equal. The

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color; restores faded, dry, harsh and falling
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hair; restores hair to prematurely bald
heads; removes dandruff, humors, scaly
eruptions; removes irritation, itching and
scaly dryness. No article produces such
wonderful effect. Try it, call for Wood's
Improved Hair Restorative, and don't be put
off with any other article. Sold by all drug-
gists in this place and dealers everywhere.

Trade supplied at manufacturers' prices by
C. A. COOK & CO., Chicago, Sole Agents for
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To the Working Class.—We are now

preparing to furnish all classes with con-
stant employment at home, the whole of
the time, or for their spare moments. Busi-
ness new, light and profitable. Persons of
either sex easily earn from 50 cents to \$5
per evening, and a proportional sum by
devoting their whole time to the business.
Boys and girls earn nearly as much as
men. That all who see this notice may
send their address, and test the business
we make this unparalleled offer. To such
as are not well satisfied we will send one
dollar to pay for the trouble of writing.
Full particulars, samples worth several dol-
lars to commence work on, and a copy of
Home and Fireside, one of the largest and
best illustrated Publications, all sent free
by mail. Reader, if you want permanent,
profitable work, address, GEORGE STINSON &
CO., Portland, Maine.

oct24-81

FOR THE AZORES.

THE Al Clipper Bark MODESTA,

will run as a regular packet between
Boston and the Azores Islands.

For freight or passage apply to
Capt. WILLIAM LEWIS,
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MANUEL J. SEQUEIRA,
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St. Michaels, W. I.

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\$999 Can't be made by every agent

every month in the business

we furnish, but those willing

to work can easily earn a dozen dollars

day right in their own localities. Have no

room to explain here. Business pleasant

and honorable. Women and boys and girls

do as well as men. We will furnish you a

complete outfit free. The business pays

better than anything else. We will bear

expense of starting you. Particulars free.

Write and see. Farmers and mechanics,

their sons and daughters, and all classes in

need of paying work at home, should write

to us and learn all about the work at once.

Now is the time. Don't delay. Address

TRUE & CO., Augusta, Maine.

oct24-81

RICHARD S. HOWLAND,

SHIPPING

AND

COMMISSION MERCHANT,

No. 313 Davis Street,

SAN FRANCISCO, CALIFORNIA.

P. O. Box 382.

REFERENCES:

George & Matthews Howland,

Ivory H. Bartlett & Sons, N. Bedford

William W. Crapo, Esq.,

Charles Brewer & Co., Boston.

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mech29-75

J. C. MERRILL & Co.,

SHIPPING AND COMMISSION MERCHANTS

204 & 206 California Street,

SAN FRANCISCO, CAL.

Particular attention paid to the sale of

Merchandise, purchasing and shipment of Call

for and Oregon Produce, chartering of ves-
sels, effecting insurance, &c.

Liberal advances made on consignments.

REFERENCES TO:

William J. Retch,

Leander A. Plummer,

James D. Thompson,

William H. Matthews,

Weston Howland,

George Barney,

Edward Merrill,

B. Griffiths Morgan.

sep28-76

GOING TO THE DOGS.

"I received your bill to-day, Mr. Leon-
ard," said a customer, as he entered the
shop of a master mechanic.

"We are sending out all our accounts
this season," returned the mechanic,
bowing.

"I want to pay you."

"Very well, Mr. Baker, we are always
glad to get money."

"But you must throw off something.
Let me see"—and the customer drew out
the bill—"twenty-seven dollars and forty-
six cents. Twenty five will do—There, re-
ceipt the bill, and I will pay you."

But Leonard shook his head.

"I can't deduct a cent from the bill, Mr.
Baker. Every article is charged at our
regular price."

"Oh, yes you can. Just make it twenty-
five dollars, even money. Here it is." And
Baker counted out the cash.

"I am sorry, Mr. Baker, I cannot af-
ford to deduct anything. If you'd owed
me twenty-five dollars, your bill would
have been just that amount. I would not
have added a cent beyond what is due, nor
can I take anything less than my due."

"Then you won't deduct the odd
money?"

"I cannot, indeed."

"Very well." The manner of the cus-
tomer was changed. He was evidently
offended. "The bill is too high by just the
sum I asked to have stricken off. But, no
matter, I can pay it."

"Then you mean to insinuate," said
the mechanic, who was an independent sort
of a man, "that I am cheating you out of
two dollars and forty-six cents."

"I didn't say so."

"But it is plain that you think so, or
you wouldn't have asked an abatement.
If you consider my charges just, you
wouldn't dispute them."

"Oh, never mind, never mind! we'll
not waste words about it. Here's your
money," said Mr. Baker, and he added
another five dollar bill to the sum he had
laid down. The mechanic receipted the
account and gave the change, both of
which, his customer thrust into his pocket
with a petulant air, and then turned away
and left the shop without another word.

"It's the last bill he will ever have
against me," muttered Baker to himself
as he walked away. "If that is his man-
ner of treating his customers, he'll soon
go to the dogs. It was downright insult-
ing, and no gentleman will stand that
from another, much less from a vulgar
mechanic. 'Mean to insinuate!' Humph!
Yes I did mean to insinuate!" and Mr.
Baker involuntarily quickened his pace.

"He'll lose a good customer," he contin-
ued to himself. "I have paid him a great
deal of money, but it's the last dollar of
mine he'll ever handle."

Baker was as good as his word. He
withdrew his custom from the offending
mechanic, and then gave it to another.

"I've got one of your old customers,
Leonard," said a friend in the same busi-
ness, to the mechanic, some six or eight
months afterwards.

"Ah! who is it?"

"Baker."

Leonard shrugged his shoulders.

"How came you to lose him?"

"I'll tell you how to keep him?"

"Well, how?"

"If your bill amounts to thirty dollars
make it thirty-three and a few odd cents
by increasing some of the items. He will
want the surplus knocked off, which you
can afford to do; then he will pay it and
think you just the man for him."

"You lost him then because you would
not abate anything from a true bill?"

"I did."

"Thank you. But suppose my bill
should be twenty-six or seven, or eight;
what then? I couldn't knock off the odd
dollars for the purpose of making an even
sum."

"No. In that case you must add on
until you get above thirty."

"And fall back on that?"

"Yes. It will be knocking off odd dol-
lars, which he will think clear gain."

"That would be hardly honest."

"Hardly. But you must do it or lose
his custom some other day."

"I shall have to accommodate him, I
suppose. If he will be cheated, it can't
be helped."

On the very first bill Baker paid to his
new tradesman, he obtained an abatement
of one dollar and ninety cents odd money,
but actually paid three dollars more than
was justly due. Still he was well
satisfied, imagining he had made a saving
of one dollar and ninety cents. The not
over-scrupulous tradesman laughed in
his sleeve, and kept his customer.

Having withdrawn his support from
Leonard it was the candid opinion of Mr.
Baker that he was "going to the dogs,"
as he expressed it, about as fast as a man
could go. He often passed the shop, but
rarely saw a customer.

"No wonder," he would say to himself
"A man like him can't expect and don't
deserve custom."

WHALEMEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT OCTOBER 24, 1876.

VESSEL NAME	DR	MASTERS	AGENT'S NAME	DATE OF SAILING	WHERE BOUND	LATEST REPORT,
NEW BEDFORD.						
N. A. Barker, bark.	129	Baker	Joseph & William R. Wing	November, 26, 76	Atlantic Ocean.	August 27, 76, at sea, lat 37, lon 89.
Abm Barker, bark.	130	Baker	Joseph & William R. Wing	October, 26, 76	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abbie Bradford, schr.	131	Baker	Jonathan Bourne	May, 4, 76	Atlantic Ocean.	May 31, 76, at sea, lat 40 N, lon 43 W.
Abbot Lawrence, brig.	132	Baker	William Lewis	April, 20, 76	Atlantic Ocean.	September 24, 76, at sea, lat 33, lon 47.
Adams Gibbs, bark.	133	Baker	Ivory H Bartlett & Sons	March, 27, 76	North Pacific Ocean.	July 12, 76, in Arctic Ocean.
Adams Gibbs, bark.	134	Baker	Jonathan Bourne	August, 9, 76	Atlantic Ocean.	July 28, 76, at sea, lat 30, lon 40.
A. Houghton, bark.	135	Baker	John T. Richardson	May, 23, 76	Hudson's Bay.	August 28, 76, at sea, lat 30 26, lon 40.
Alaska, bark.	136	Baker	Jonathan Bourne	June, 1, 76	Pacific Ocean.	No date, at sea, no lat & co.
Arnold, bark.	137	Baker	Joseph & William R. Wing	August, 8, 76	Indian Ocean.	May 20, 76, off New Ireland.
Atlanta, bark.	138	Baker	John P. Knowles, 2d	July, 16, 74	Indian Ocean.	July 21, 76, at Fayal.
Bar Gossold, bark.	139	Baker	Charles R. Tucker & Co.	May, 23, 76	Atlantic Ocean.	April 3, 76, at Honolulu.
Bonding, bark.	140	Baker	Taber, Gordon & Co.	September, 12, 76	Pacific Ocean.	Arrived August 17, 76, 1,050 sperm.
Callow, bark.	141	Baker	Swift & Perry	November, 30, 76	Indian Ocean.	Arrived August 24, 76, 40 sperm.
California, bark.	142	Baker	Charles R. Tucker & Co.	December, 6, 71	North Pacific Ocean.	June 18, 76, sailed from Fayal.
Canton, bark.	143	Baker	Charles R. Tucker & Co.	December, 8, 74	Indian Ocean.	August 22, 76, sailed from Fayal.
Catalpa, bark.	144	Baker	John T. Richardson	December, 8, 74	Indian Ocean.	Arrived September 24, 76, 250 sperm.
Charles W. Morgan, brig.	145	Baker	Joseph & William R. Wing	April, 20, 76	Atlantic Ocean.	No date, in Arctic Ocean, 2 whales.
Chester, bark.	146	Baker	John P. Knowles, 2d	September, 6, 76	Atlantic Ocean.	Arrived May 2, 76, 85 sperm 300 whale.
Cleone, bark.	147	Baker	Swift & Perry	May, 23, 76	North Pacific Ocean.	Arrived 30, 76, sailed from Fayal.
Com. Morris, brig.	148	Baker	Swift & Perry	In port.	Atlantic Ocean.	Arrived September 1, 76, 40 sperm.
Cornelius Howland, brig.	149	Baker	John T. Richardson	April, 20, 76	Atlantic Ocean.	Arrived July 30, 76, 300 sperm.
Coral, bark.	150	Baker	Taber, Gordon & Co.	December, 4, 72	Pacific Ocean.	July 14, 76, on off shore ground.
Daniel Webster, bark.	151	Baker	William O. Brownell	In port.	Atlantic Ocean.	May 21, 76, at sea, no lat & co.
Deadwood, bark.	152	Baker	George & Matthew Howland.	July, 20, 76	Atlantic Ocean.	August 24, 76, sailed from St Helena.
Deer, bark.	153	Baker	Swift & Perry	July, 1, 76	Atlantic Ocean.	July, 76, at sea, no lat & co.
Deering, bark.	154	Baker	Swift & Perry	In port.	Atlantic Ocean.	No date, at sea, no lat & co.
E. B. Phillips, bark.	155	Baker	John McCullough	In port.	Atlantic Ocean.	Arrived September 29, 76, 250 sperm.
Eliza, bark.	156	Baker	Jonathan Bourne	May, 23, 74	Pacific Ocean.	August 7, 76, at sea, no lat & co.
Eliza Adams, brig.	157	Baker	William Lewis	September, 6, 76	Atlantic Ocean.	September 1, 76, at sea, no lat & co.
Eliza Adams, brig.	158	Baker	William Lewis	October, 3, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Europa, bark.	159	Baker	Swift & Perry	September, 12, 76	Pacific Ocean.	July 14, 76, at sea, no lat & co.
Falcon, bark.	160	Baker	Thomas Knowles & Co.	October, 26, 76	Pacific Ocean.	July 14, 76, at sea, no lat & co.
Francis, bark.	161	Baker	Swift & Perry	June, 29, 76	Pacific Ocean.	August 24, 76, sailed from St Helena.
General Scott, bark.	162	Baker	Swift & Perry	June, 29, 76	Pacific Ocean.	July, 76, on Western Ground.
George & Mary, bark.	163	Baker	John T. Richardson	July, 7, 76	Atlantic Ocean.	No date, at sea, no lat & co.
George & Susan, bark.	164	Baker	Jonathan Bourne	May, 4, 76	Atlantic Ocean.	Arrived September 29, 76, 250 sperm.
Golden City, bark.	165	Baker	George & Matthew Howland.	September, 17, 74	Atlantic Ocean.	August 7, 76, at sea, no lat & co.
Groynound, bark.	166	Baker	Abbot P. Smith.	November, 30, 76	Indian Ocean.	September 4, 76, at Fayal.
Haley, bark.	167	Baker	William Lewis	October, 29, 74	Atlantic Ocean.	July 28, 76, at sea, no lat & co.
Helen, bark.	168	Baker	Swift & Perry	July, 1, 76	North Pacific Ocean.	October 1, 76, at sea, no lat & co.
Hercules, bark.	169	Baker	John T. Richardson	November, 24, 76	Atlantic Ocean.	No date, at sea, no lat & co.
Hop, bark.	170	Baker	Jonathan Bourne	September, 20, 76	Pacific Ocean.	June 18, 76, at sea, no lat & co.
Hunter, bark.	171	Baker	Jonathan Bourne	September, 20, 76	Pacific Ocean.	May 15, 76, in Arctic Ocean.
James Allen, bark.	172	Baker	Gideon Allen & Son.	January, 3, 72	North Pacific Ocean.	May 17, 76, in Arctic Ocean.
James Arnold, bark.	173	Baker	Taber, Gordon & Co.	June, 1, 76	Pacific Ocean.	July 14, 76, at sea, no lat & co.
Janet, bark.	174	Baker	William Lewis	April, 14, 76	Atlantic Ocean.	July 14, 76, at sea, no lat & co.
Janus, bark.	175	Baker	Swift & Perry	July, 20, 76	Atlantic Ocean.	August 24, 76, sailed from San Francisco.
Java, bark.	176	Baker	George & Matthew Howland.	October, 3, 72	North Pacific Ocean.	August 24, 76, in Arctic Ocean.
Jaya, bark.	177	Baker	Swift & Perry	September, 2, 72	Indian Ocean.	July 28, 76, at sea, no lat & co.
John Curry, bark.	178	Baker	Thomas Knowles & Co.	June, 1, 76	Pacific Ocean.	August 8, 76, off Mahe.
John Dawson, bark.	179	Baker	Joseph & William R. Wing	November, 25, 76	Indian Ocean.	September 8, 76, at sea, no lat & co.
John Howland, bark.	180	Baker	William O. Brownell	June, 4, 72	Pacific Ocean.	May 4, 76, at sea, no lat & co.
John W. West, bark.	181	Baker	John P. Knowles, 2d	July, 19, 76	Pacific Ocean.	May 30, 76, in Arctic Ocean, 2 whales.
John & Whitcomb, bark.	182	Baker	Swift & Perry	August, 24, 76	North Pacific Ocean.	July 10, 76, at sea, no lat & co.
Josephine, bark.	183	Baker	Joseph & William R. Wing	July, 19, 76	Indian Ocean.	September 7, 76, at sea, no lat & co.
Kathleen, bark.	184	Baker	Joseph & William R. Wing	October, 11, 76	Indian Ocean.	July 14, 76, at sea, no lat & co.
Lacania, bark.	185	Baker	William Lewis	May, 30, 76	Indian Ocean.	September 7, 76, at sea, no lat & co.
Lagoda, bark.	186	Baker	Jonathan Bourne	July, 21, 73	Pacific Ocean.	July 14, 76, at sea, no lat & co.
Lancer, bark.	187	Baker	William Lewis	June, 15, 76	Atlantic Ocean.	August, 76, at sea, no lat & co.
Linda, bark.	188	Baker	Swift & Perry	July, 1, 76	Pacific Ocean.	August 25, 76, at sea, no lat & co.
Lionel, bark.	189	Baker	Swift & Perry	August, 11, 74	Atlantic Ocean.	No date, at sea, no lat & co.
Lydia, bark.	190	Baker	Baylies & Cannon.	June, 18, 74	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macella, bark.	191	Baker	Charles R. Tucker & Co.	August, 1, 76	Indian Ocean.	May 17, 76, in Arctic Ocean.
Macell, bark.	192	Baker	Gifford & Cummings	July, 1, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Mary & Susan, bark.	193	Baker	Thomas Knowles & Co.	August, 11, 74	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macapostol, bark.	194	Baker	Abbot P. Smith.	August, 7, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	195	Baker	William Phillips & Son.	May, 13, 73	Indian Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	196	Baker	Charles R. Tucker & Co.	October, 26, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	197	Baker	Taber, Gordon & Co.	October, 8, 73	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	198	Baker	William Lewis	July, 11, 76	Indian Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	199	Baker	Joseph & William R. Wing	November, 13, 73	North Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	200	Baker	Swift & Perry	July, 3, 72	North Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	201	Baker	Jonathan Bourne	July, 13, 74	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	202	Baker	Gideon Allen & Son.	August, 25, 74	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	203	Baker	Taber, Gordon & Co.	October, 3, 75	North Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	204	Baker	Jonathan Bourne	October, 10, 71	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	205	Baker	Ivory H Bartlett & Sons	July, 21, 74	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	206	Baker	Louisa Sawyer, Jr.	May, 3, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	207	Baker	William Lewis	July, 6, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	208	Baker	Matthew Howland.	June, 23, 72	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	209	Baker	Gifford & Cummings	July, 20, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	210	Baker	Swift & Perry	November, 10, 74	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	211	Baker	Swift & Perry	October, 1, 73	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	212	Baker	Charles R. Tucker & Co.	November, 24, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	213	Baker	John McCullough	April, 15, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	214	Baker	Thomas Knowles & Co.	July, 7, 74	Indian Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	215	Baker	Philip H Reed	April, 10, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	216	Baker	Gideon Allen & Son.	April, 10, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	217	Baker	Charles R. Tucker & Co.	October, 28, 76	Indian Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	218	Baker	Jonathan Bourne	July, 29, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	219	Baker	Joseph & William R. Wing	In port.	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	220	Baker	William O. Brownell	In port.	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	221	Baker	Ivory H Bartlett & Sons	January, 21, 75	North Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	222	Baker	George & Matthew Howland.	July, 14, 75	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	223	Baker	William Lewis	June, 20, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	224	Baker	John P. Knowles, 2d	June, 20, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	225	Baker	Gideon Allen & Son.	April, 27, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	226	Baker	Jonathan Bourne	October, 2, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	227	Baker	John T. Richardson	July, 6, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	228	Baker	Ivory H Bartlett & Sons	July, 6, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	229	Baker	Louisa Sawyer, Jr.	May, 3, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	230	Baker	William Lewis	July, 6, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	231	Baker	Matthew Howland.	June, 23, 72	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	232	Baker	Gifford & Cummings	July, 20, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	233	Baker	Swift & Perry	November, 10, 74	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	234	Baker	Swift & Perry	October, 1, 73	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	235	Baker	Charles R. Tucker & Co.	November, 24, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	236	Baker	John McCullough	April, 15, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	237	Baker	Thomas Knowles & Co.	July, 7, 74	Indian Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	238	Baker	Philip H Reed	April, 10, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	239	Baker	Gideon Allen & Son.	April, 10, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	240	Baker	Charles R. Tucker & Co.	October, 28, 76	Indian Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	241	Baker	Jonathan Bourne	July, 29, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	242	Baker	Joseph & William R. Wing	In port.	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	243	Baker	William O. Brownell	In port.	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	244	Baker	Ivory H Bartlett & Sons	January, 21, 75	North Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	245	Baker	George & Matthew Howland.	July, 14, 75	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	246	Baker	William Lewis	June, 20, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	247	Baker	John P. Knowles, 2d	June, 20, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	248	Baker	Gideon Allen & Son.	April, 27, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	249	Baker	Jonathan Bourne	October, 2, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	250	Baker	John T. Richardson	July, 6, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	251	Baker	Ivory H Bartlett & Sons	July, 6, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	252	Baker	Louisa Sawyer, Jr.	May, 3, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	253	Baker	William Lewis	July, 6, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	254	Baker	Matthew Howland.	June, 23, 72	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	255	Baker	Gifford & Cummings	July, 20, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	256	Baker	Swift & Perry	November, 10, 74	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	257	Baker	Swift & Perry	October, 1, 73	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	258	Baker	Charles R. Tucker & Co.	November, 24, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	259	Baker	John McCullough	April, 15, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	260	Baker	Thomas Knowles & Co.	July, 7, 74	Indian Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	261	Baker	Philip H Reed	April, 10, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	262	Baker	Gideon Allen & Son.	April, 10, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	263	Baker	Charles R. Tucker & Co.	October, 28, 76	Indian Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	264	Baker	Jonathan Bourne	July, 29, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	265	Baker	Joseph & William R. Wing	In port.	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	266	Baker	William O. Brownell	In port.	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	267	Baker	Ivory H Bartlett & Sons	January, 21, 75	North Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	268	Baker	George & Matthew Howland.	July, 14, 75	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	269	Baker	William Lewis	June, 20, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	270	Baker	John P. Knowles, 2d	June, 20, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	271	Baker	Gideon Allen & Son.	April, 27, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	272	Baker	Jonathan Bourne	October, 2, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	273	Baker	John T. Richardson	July, 6, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	274	Baker	Ivory H Bartlett & Sons	July, 6, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	275	Baker	Louisa Sawyer, Jr.	May, 3, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	276	Baker	William Lewis	July, 6, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	277	Baker	Matthew Howland.	June, 23, 72	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	278	Baker	Gifford & Cummings	July, 20, 76	Pacific Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	279	Baker	Swift & Perry	November, 10, 74	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	280	Baker	Swift & Perry	October, 1, 73	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	281	Baker	Charles R. Tucker & Co.	November, 24, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	282	Baker	John McCullough	April, 15, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	283	Baker	Thomas Knowles & Co.	July, 7, 74	Indian Ocean.	May 17, 76, in Arctic Ocean.
Macar, bark.	284	Baker	Philip H Reed	April, 10, 76	Atlantic Ocean.	May 17, 76, in Arctic Ocean

The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, OCT. 24, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending October 23, 1876.

	Bls.	Bls.	Lbs.
	sp.	wh.	bone.
New Bedford.	430	25	
Bark Solace.			
New York.			
Steamer Colon.			
Total.	430	25	
Previously.	21,568	28,356	73,515
From Jan. 1, to date.	31,358	23,141	79,515
Same time last year.	26,278	32,006	204,639

EXPORTS FOR THE WEEK END-ING OCTOBER 23, 1876:

	sp.	wh.	bone.
Previously.	1,075		3,178
	10,249	9,953	139,246
From Jan. 1, to date.	10,234	9,953	139,246
Same time last year.	16,171	4,272	156,207

NEW BEDFORD OIL MARKET.

For the week ending October 23.

SPERM.—Is less active, the only sales since our last being 350 bls. on private terms and 100 do. at \$1.42 1/2 gallon.

WHALE.—Is very quiet and we have no sales to report.

IMPORTATIONS.

Per steamer Colon, at New York, 15th inst., from Panama:—550 bls. whale oil, to Hobson, Hurtado & Co., New York.

LETTERS.

A letter from on board bark Louisa, Mil-lard, of this port, reports her at Kabenda, West Coast of Africa, August 25th, with 130 bls. sperm and 700 do. humpback oil taken last cruise.

A letter from Capt. Miner, of schooner Florence, of New London, reports her at Bravo, C. V. I., August 23d, all well.

A letter from Capt. Williams, of schooner Golden West, of New London, reports her at Bravo, C. V. I., September 23d, all well. Was to sail next day for South Shetlands.

ANOTHER WHALER.—Bark Thomas Pope, 231 tons, recently a merchantman hailing from New York, and formerly a whaler from this port, has been sold to William Lewis, of this city, for \$10,000, and is to be fitted for a whaler, and will probably be com-manded by Capt. Gartland, who is expected soon to arrive in bark Janet.

THE TASMANIA WHALING FLEET comprises the following vessels, with their date of sailing, and their last report:

Bark Odley, 378 tons, W. Gaffin, sailed March 3d, 1875, spoken July 2d, 1876, 410 bls. Bark Waterwitch, 337 tons, W. Harrison, sailed July 3d, 1875, spoken May 25th, 1876, 210 bls.

Bark Aladdin, 238 tons, H. F. Hill, sailed July 2d, 1875, spoken March 31st, 1876, 120 bls.

Bark Marie Laure, 323 tons, N. Myers, sailed July 1st, 1875, spoken January 24th, 1876, 63 bls.

Bark Sapphire, 237 tons, W. Dart, sailed April 24th, 1875, spoken May 1st, 1876, 110 bls.

Bark Othello, 343 tons, E. Copping, sailed April 4th, 1875, clean.

Bark Derwent Hunter, 363 tons, W. Follen, sailed May 3d, 1875, clean.

Bark Asia, 309 tons, J. C. Jones, sailed May 29th, 1875, clean.

Brig Louisa, 145 tons, John Chamberlain, sailed April 8th, 1875, clean.

Brig Velocity, 140 tons, J. W. Robinson, sailed April 12th, 1875, clean.

The following vessels were in port at the latest date:

Barks Islander, Swift, 240 tons; Runny-mede, 235 tons; Emily Downing, 268 tons; Flying Childers, 230 ton.

March 25th, 1875, 17 vessels, 4,854 tons; Aug-ust 12th, 1876, 14 vessels, 3,736 tons.

THE assessed taxes in this city have been paid this year with commendable promptness. Ninety-five per cent. of the assessments for the year have been collected under the discount. The whole amount assessed is \$406,500, and the amount collected is \$470,000. This percentage is, as is believed, as large as has ever been collected under the discount. It would have been considerably larger had it not been for the non-payment of one or two large taxes which have hitherto been promptly paid.

ST. NICHOLAS FOR NOVEMBER is in full harmony with the Thanksgiving season. "The Owl that is Stared," "Borrowing a Grandmother," and "Tinsie's Conclusion," are three admirable Thanksgiving stories, and every one of them is beautifully illus-trated. Of miscellaneous articles, the num-ber contains enough to delight the boys and girls for many an hour. There is "The Kingdom of the Greedy," a new short story, very humorous and entertaining; some de-lightful verses called "The Bee that went to the Sky," and an amusing "Reminiscence of Abraham Lincoln." Susan Coolidge con-tributes an historical article entitled "A Queen, and not a Queen," while the fresh stirring "Story of a 'Tobler' Bad Boy," is by Sarah Winter Kellogg, who has written several excellent boy's stories. "Flowers in Winter," and "A Centennial Pen-wiper," furnish pleasant tasks for little hands; and there is no end to the pleasant rhymes pre-pared for little eyes and ears. The number contains many beautiful pictures by well-known artists, as well as a few very com-ical drawings by F. Beard, F. Oppen and others. Published by Scribner & Co., 743 Broadway New York.

A HUNDRED THOUSAND DOLLARS IN GOLD.—HOW TO MAKE IT.—This is the title of a book which is now being offered to our citi-zens, by Abbie F. Tobey, the agent. It is an excellent work, and the suggestions offered must meet the approval of all who read it. It is a work suitable for either young or old, and none can read it without being instructed. We bespeak a liberal sale for it, as thousands of copies have been sold elsewhere. It is handsomely bound and sells for \$2 and \$2 50 according to binding.

—There was an hour's snow storm at Nor-folk, Va., on the 15th inst., and also in the neighborhood of Richmond. The ther-mometer at the latter place, at sunrise, was 31°. Heavy gales which prevailed off the capes were disastrous to vessels.

—The four years' sentence of Edward S. Stokes, the murderer of James Flak, Jr., will expire on the 26th inst.

Disastrous News from the Whaling Fleet.

Reported Loss of Thirteen Vessels and Catchings.

Valued at \$300,000!

Telegraphic dispatches received in this city on Saturday evening from San Fran-cisco, Cal., 21st inst., reports the loss of thirteen vessels of the whaling fleet, aban-doned in the ice in the Arctic Ocean. Two hundred men comprising the greater por-tion of the crews arrived at San Francisco on the 21st inst., in the bark Florence. Fifty-three others refused to leave the ships, and their fate is involved in uncer-tainty. The fact that so many men have remained with the fleet however affords ground for hope that the loss may prove less untrue than above reported. In many cases and probably in all the vessels are known to have been well insured; chiefly in neighboring cities, the Insurance offices in this city having some years since re-linquished their charters and suspended business. A dispatch from Richard S. Howland, San Francisco, of October 21st, received at the Merchants' Reading Room in this city, says:

"Thirteen whalers have been aban-doned in the Arctic Ocean. The Three Brothers, Rainbow, Northern Light and Nor-man, are all saved and done well. Fifty-three men refused to leave the ships and will probably perish. The Florence brought 300 men here, and the remainder are at Honolulu."

Another dispatch of same date, from Messrs. H. C. Wright & Co., received here by Messrs. Swift & Allen, says:

"The bark Florence has arrived here. The Arctic fleet are all lost, with the ex-ception of the Three Brothers and Rain-bow. There is uncertainty about barks Java, Norman, Northern Light and Mt. Wollaston."

Messrs. I. H. Bartlett & Sons, and Messrs. George and Matthew Howland have received dispatches confirmatory of the above reports. In the former it is ad-ded, that "the bark Three Brothers is bound to Honolulu, with 1,700 bls. whale oil and 18,000 pounds of whalebone. Bark Rainbow had 700 bls. whale oil, and would stay in the Arctic the season."

It is evident that a very severe loss has been occasioned to the Arctic whaling fleet, yet we are not without hope that further advices which may shortly be expected to come to hand, may tend in some measure to alleviate this disastrous calamity.

It appears that the following named ves-sels are left in the Arctic:

NEW BEDFORD.

Names. Masters. Agents.
A. Barnes, Hickmott, I. H. Bartlett & Sons.
Camilla, Ledlow, Swift & Allen.
C. Howland, Honan, Swift & Perry.
Jas. Allen, Keenan, Gideon Allen & Son.
Java, 2d., Fisher, Joshua C. Hitch.
Josephine, Long, Swift & Perry.
Margene, Kealey, I. H. Bartlett & Sons.
Mt. Wollaston, Mitchell, Swift & Allen.
Onward, Lapham, Matthew Howland.
St. George, Knowles, G. S. M. Howland.
SAN FRANCISCO.

Clara Bell, Williams, Richard S. Howland.

HONOLULU.

Arctic, Whitney, C. Brewer & Co.

Green, Capt. — Smith.

The bark Java, Colson, owned by George and Matthew Howland, has probably been on Kodiak this season.

The following table gives a rough esti-mate, by an experienced ship-owner, of the values of the vessels lost, not including any oil or bone which may have been taken:

Acorns Barnes,	\$36,000
Camilla,	25,000
Cornelius Howland,	40,000
James Allen,	36,000
Java, 2d.,	26,000
Josephine,	40,000
Margene,	40,000
Mt. Wollaston,	32,000
Onward,	40,000
St. George,	36,000
New Bedford whalers,	\$363,000
Clara Bell,	24,000
Arctic,	32,000
Desmond,	24,000
Total loss,	\$442,000

By the politeness of the publishers of the Mercury we are enabled to lay be-fore our readers the following additional particulars:

SAN FRANCISCO, Oct. 21.—The whaling bark Florence arrived this afternoon from the Arctic ocean with 150 men on board, being part of the crews of the Arctic whal-ing fleet, 12 of which she reports were

LOST IN THE ICE.

with portions of their crews. The remain-ing survivors have gone to Honolulu on the bark Three Brothers. The following is a synopsis of the written reports of the masters:

The fleet, on their arrival in Behring's Sea, found plenty of ice and extreme weather, but few whales were taken dur-ing the first part of the season. Com-menced taking walrus June 1st, and the ships engaged soon got all they had casks for. Between the 20th of July and the 1st of August the ships worked over to the east shore, and so north to Point Barrow as fast as the ice opened. The bark Arctic was

CRUSHED BY ICE.

July 7th, off Seahorse Islands, 13 miles from the bend. The crew escaped to the shore and finally were taken on board by bark Onward and subsequently distrib-uted among the fleet. Capt. Whitney going on board bark Rainbow. About the 1st of August a fleet, 14 in number reached Point Barrow. Barks Northern Light and Nor-man stayed south walrusing and escaped the disaster that followed. The fleet had to stand from Point Barrow several times owing to the ice standing on shore. Aug-ust 14th, a breeze from the north and northwest broke up the ice and whales made their appearance and soon all of the ships were actively engaged northeast of Point Barrow. The wind held from west to northeast till the night of Aug. 14th, when it began blow-ing fresh from east northeast. All the ships stood in shore and anchored to avoid drifting ice. On the afternoon of the 15th the wind increased and hauled to the north, bringing the ice on shore, and we all ran

under the south side of Point Barrow, where we found a lee for a few hours. But the next morning we were obliged to run south as far as Cape Smith. The Rainbow and Three Brothers remained at Point Bar-row for the next three days.

WHALES WERE NUMEROUS.

at Cape Smith, and the ships were busy taking them. Meantime the wind set from the west, causing an uneasy feeling. The space occupied by the ships extended 7 or 8 miles off shore, running along by the land south. This kept steadily closing. On the 23d the wind freshened from the west northwest, and all the ships except the Rainbow and Three Brothers who were still anchored at Point Barrow, were sur-rounded by the drift ice, but the ice beat to the southwest and in the afternoon be-gan hauling south of west, but we still hoped before the ice closed on us to reach the open sea, or at least Sea Horse Island where we could find shelter. At sunset the ice stopped our progress. On the morning of the 24th a thick fog set in. At this time the heavy ice packed and reached along the whole coast, about two miles leeward. The ships were all lying on an open strip of water between that and the shore. The Clara Bell lost her rudder and ran near the shore and anchored. The ice closed around her, her barge being grounded south of her, and formed a breakwater, behind which she lay. Bark Florence drifted up to Cape Smith and got under the lee of a grounded ice berg which proved her salvation.

A CRITICAL SITUATION.

The ships Josephine, St. George, Corne-lius Howland, and the barks Camilla, Jas. Allen and Onward were enclosed by the pack during the morning, and drifted rapidly to the northeast, between Wood Yard and Refuge Inlet. The ship Margene, under all sail, got within three or four ships lengths of open water and then the ice closed on her. As we neared Point Bar-row the current slackened, and for two days we drifted slowly. The Rainbow and Three Brothers, under Point Barrow, lay in comparative safety, witnesses of our dis-tress, but unable to render any assistance.

The Margene, St. George and bark Acors Barns each sent a boat ashore intending to follow with others containing provisions and supplies, in case of disaster, but owing to the ice starting afresh, were unable to do so. On the 28th the first officer of the Three Brothers, with a boat's crew, took the wife of Capt. Hickmott off the bark Acors Barns to his ship for safety. On the next day the St. George's men attempted to get a boat ashore over the ice, but were caught in a fog and thirteen of them got on board the Rainbow and Three Brothers, and the others regained the ship, except one, who

PERISHED ON THE ICE.

The next day the 13 tried to get back to the St. George, but never reached her. 11 were rescued by Capt. Owen of the Three Brothers. The other two were frozen to death on the ice. The prospect was very gloomy; the ships were held helplessly in the ice and were drifting rapidly to the northeast. On August 28th reached the end of the banks and the current changed to east. The ships at Point Barrow were no longer visible and the situation was

WORSE THAN EVER.

the only hope being an easterly gale. Aug. 29th we found ourselves off Point Sargent. The crew of the Margene attempted to get ashore, but returned without succeeding. The next day the masters held a council on the Java, and concluded there was no fur-ther hope of saving the ships, some of which were badly crippled by ice. This was only a touch of what might be ex-pected. The ships altogether had about three months provisions, not enough to last them through a winter.

After a full discussion, seeing no way out of the difficulty, they decided that the only way to save the lives of all was to reach the land before escape became impossible.

September 5th was chosen as the day of starting. The ships were twenty or thirty miles from land, abreast the west head of Smith's Bay.

September 5, all being all ready on board the Cornelius Howland, St. George, Mar-engo, Desmond, James Allen, Acors Barns, and the Onward, the

SIGNAL FOR DEPARTURE.

was given. The boats had been put in the best possible condition. The baggage consisted of about 25 days' rations, bread and wheat, change of clothing and a blanket for each man. Everything else but guns and ammunition was left on board. The main hope was to find open water enough inside the ground ice to navigate the boats southward and so reach two ships which was supposed to be outside the pack. They left at 3 o'clock in the afternoon. Half a mile or so ahead, then turned the boats along the ice, which is very rough in places and had many holes which would not bear the weight of the men. Many of the men fell through and suffered much from the cold. The first night they camped on the ice, about four miles from the ships. The next morning they resumed the march in a blinding snow storm from the northeast. The prospect was most discouraging. Several men deserted and returned to-wards the ships where members of the crews remained, who refused to

FACE THE HARDSHIPS.

of the journey toward the land. Of their fate we know nothing. Sept. 6th, they reached a strip of open water, launched the boats and pulled toward the land. All that day and the next kept working through and over the ice and at 8 p. m. made land two miles west of Point Sar-gent. Continued working along shore and at noon on the 9th sighted the Three Brothers and Rainbow at Point Barrow. Reached them before night and found the ice all solid beyond. The only chance of escape was to drag the boats over the land to the

sea, a distance as afterwards proved of 130 miles. They made sleds and attempted the journey, but on reaching Cape Smith found the bark Florence there. After a consulta-tion it was decided that any effort to pro-ceed would be needless and preparations were commenced for

A WINTER AT POINT BARROW.

Boats were prepared for whaling, as that was our only resource for food and work. On the night of the 13th the ice began to break up before the strong east wind. The next day the Florence was able to get under weigh. All hands and the baggage were put on board, and ran down the coast and joined the Clara Bell, frozen fast in the ice. Her captain said he would stay by her till the 17th, when, if there was no prospect of getting out he would leave in the boats for clear water, where the Florence was to wait for him. Made Sea Horse Is-land that night. The next night made Wainwright's Inlet. Waited there for the crew of the Bell and to get water.

On the afternoon of the 18th the Three Brothers and the Rainbow, which had es-caped from Point Barrow, joined us, the former bringing the crew of the Clara Bell, which remained fast in the ice with no prospect of getting out. Part of the peo-ple in the Florence were then put on board the Three Brothers and a rendezvous was appointed at St. Lawrence Bay, where they would stop for water.

Both arrived there on the 23d and left the next day, the Florence for San Fran-cisco and the Three Brothers for Hono-lulu.

MARINE DISASTERS.—Melbourne ad-vides of September 23d, report the loss of the steamer Dandenong, which foundered off Jarvis Bay on the 11th of September. The bark Albert Williams took off twenty-two passengers and twelve of the crew. Twenty-two cabin and twenty-eight steer-age passengers are among the missing, to-gether with a considerable portion of the crew. Several passengers refused to trust to the boats and all that remained on board went down.

In the same gale the steamer City of Melbourne from Sydney to Melbourne, was forced to return, badly damaged in her upper works, and a number of horses, valued at \$50,000 were killed during the gale.

The British ship Rydall Hall, of 1,800 tons, from Cardiff, with coal, struck on a reef 70 miles from Farallones on the 17th inst. Four seamen who had launched a boat were swamped and lost, and six others were drowned in lowering the life-boat, the sea making a clean sweep over the deck. The next morning the remainder of the crew were taken off by a whaleship, with the greatest difficulty owing to the surf. Nothing was saved, not even the ship's papers. The captain attributes the disaster to the current, which was not properly estimated. The ship was valued at \$26,000; cargo \$4,000. Uninsured.

SUFFERING AT SEA.—Five days in an open boat.—The New York World publish-es the statement of Henry Berliner, first officer of bark Jeanette, in a voyage from Bristol, England, in March last, bound from Manila, Philippine Islands. The cargo consisted of gas coal and six kegs of powder. When within about six days sail from the Cape of Good Hope the coal had ignited and below hatches the gas com-pelled all hands to sleep on deck. When within four days sail of Cape Town the vessel was becalmed, and a boat was pro-vided ready for launching. Mr. Berliner was in the boat loosening the tackle, when a loud explosion threw him and the boat into the water, which he righted. All the others, seventeen in number, jumped overboard, and were picked up all well except the man at the wheel, who was found dead. With one oar and the use of their hands they propelled the boat to a safe distance from the vessel, but without provisions or water. The hot tropical sun produced an excruciating thirst, and some drank sea-water. That evening the cap-tain's wife died, and the next morning the captain and four men. The sharks fol-lowed closely and often came near up-set-ting the boat. On the fourth night there was a little rain, and they spread out their clothes to catch what they could. On the fifth day after leaving the vessel, out of seventeen who got into the boat only Mr. Berliner and George Fillmore were left, and on the evening of that day they laid themselves in the bottom of the boat to die, but at about midnight they were picked up by the ship Essex, Capt. Henderson, from London, so much exhausted that it was only after eight hours that they were restored to consciousness. The Essex land-ed them at Cape Town where they were placed in the hospital and kindly treated during a month, when the American Con-sul provided conveyance for Mr. Berliner to Barbadoes, West Indies, and from an attack of chills and fever on the voyage, he was detained there in the hospital four months, where the brig Mary Gardner took him to New Bedford, where he ar-rived about the 1st inst. Among the sea-men who died were Richard Stevens of Westport, Mass., and two other Ameri-cans. Mr. Fillmore, the other seaman, was sent from Cape Town to San Francisco.

[Such is the substance of the Mr. Ber-liner's story as published in the World. Relating to its authenticity we have only to remark that upon inquiry we do not find that any such vessel as the Mary Gardner has arrived at this port, nor has Mr. Berliner been cognizant at this place.]

—England has expended no less than \$25,000,000 on her new coast defenses since the 1st of last March.

—The farmers of Connecticut say that thousands of barrels of apples will be left to perish in the orchards, the prices being too low to pay for gathering. Cider is sel-ling at \$1 per barrel.

SCRIBNER'S MONTHLY.—Scribner for No-vember begins the thirteenth volume of that Magazine and opens with a fully illus-trated article on Hartford, under the title of "The Charter Oak City." Here are de-picted Col. Colt's beautiful estate at Arma-nere; the residences of Mark Twain and Charles Dudley Warner; the famous Char-ter Oak itself; the Insurance Buildings; and many other subjects of general interest. In this number Mrs. Herriek's very care-fully illustrated microscope papers are begun—the first being entitled "The Beginnings of Life." Mr. Clarence Cook continues his talks about fiction. Mr. C. F. Thwing gives us the result of his investigations in regard to the expenses of an education at the principal colleges, including the cost of board, etc. Donald G. Mitchell (Ik Mar-vel) writes about some of the features of the great Exhibition. There is a story by James T. McKay, a writer well known to the read-ers of this magazine; a short story by Mrs. Burnett, whose serial "That Lass o' Low-rie's" is continued. There are poems by Thomas Bailey Aldrich, George Parsons Lathrop, and others. "Eric-a-Brao" con-tains among other things, the ballad of the Fair Isollina, by Hugh Howard. Published by Scribner & Co., 743 Broadway, New York.

HARPER'S MAGAZINE FOR NOVEMBER is a bright and beautiful number, bright in the variety of its contents and in pictorial illus-tration. The number opens with a poem by the author of "John Halifax, Gentleman," entitled "Magnus and Morna; a Shetland Fairy Tale." It is full of rich lyrical gems; and it is an exquisite story. Harriet Pres-cott Spofford contributes an article on "Mediæval Furniture," illustrated with thirty-two engravings. The paper is valuable for its information, and is written in Mrs. Spof-ford's most picturesque style. Horace E. Scudder's "A Puritan Gentleman in New England" gives the reader some very inter-esting glimpses of the domestic life of Gov-ernor John Winthrop. A. H. Guernsey, in another illustrated paper, gives a graphic description of an exploring picnic in the In-dia Alps, under the title of an "Englishman among the Himalayas." Mrs. Maria J. Lamb contributes an exceedingly interest-ing article upon the distinguished persons interred in the burial grounds of Trinity and St. Paul's. The article is illustrated with nineteen picturesque engravings. A new story by Miss Thackeray is begun in this number; and the publishers announce the commencement in the D. cember number of a new serial story by R. D. Blackmore, au-thor of "Lorna Doone," "Alice Lorraine," "The Maid of Sker" etc. "A Woman-Hater," which has reached its fifth part, in-creases in interest with each instalment of the story. Poems are contributed by Bay-ard Taylor, Alfred H. Louis, George Lunt, A. F., and Edgar Fowcett. The Editorial Departments are unusually full and interest-ing.

For sale by Edwin Dews.

THE late advices relating to affairs in the East are decidedly of a warlike ten-dency throughout Europe. In addition to the rumor that an alliance would probably be formed between Russia, Italy and Aus-tria for the pacification of the Turkish provinces, intelligence was received from Belgrade recently that Russia felt bound, in the interests of humanity, to station troops in Bulgaria and Armenia. This announcement was construed as a virtual declaration of war, and as a consequence created great excitement in London, par-ticularly in financial circles. At the Stock Exchange all national bonds were badly affected by the news, Russian securities declining seven per cent. within twenty-four hours.

THE CENTENNIAL COMMISSION Thurs-day decided that exhibitors will be at lib-erty to begin the removal of their goods on the morning of the 11th of November. To afford exhibitors an opportunity to dis-pose of unsold articles the grounds will be kept open and an admission fee of fifty cents will be charged during the week following the close of the Exhibition, and as long afterward as the Director General may deem necessary and expedient for the interest of the exhibitors. The num-ber of cash admissions on the 18th inst. was 123,092, and on the 19th 144,171.

A WHALE IN THE CHESAPEAKE.—The Baltimore Sun of the 12th inst., says:—"The officers and several passengers by the steamship Helen, of the Eastern Shore Steamboat Company, report that on the 8th inst., a large black whale grounded on Occohannock bar, Northampton County, Va., about forty miles from the mouth of the Chesapeake, and was killed next day. Occohannock Creek is on the route of the steamer Helen, and Capt. Raynor, her commander, together with his crew, had a fight with the whale. The leviathan ground-ed at about 7 A. M. in six feet of water, where he remained all day, and crowds of people came from all sections to get a look at the unusual visitor. The whale at in-tervals spouted up the water, and made great exertions to get off, but each succeed-ing effort sent it further into shallow wa-ter. On the next day the carcass was to be taken ashore at high tide. The oil will be tried out and sold. Mr. John Addison, a resident of the locality, brought a piece of the tail of the whale to Baltimore. The whale was 37½ feet long, weight about two tons, length of tail 6 feet, mouth 3 feet. It is thought the whale was either driven into the Chesapeake by a Southeast gale or fol-lowed a vessel, and in attempting to put to sea entered the wrong inlet and was stranded.

—Frank Sturgis & Co., metal and tin plate merchants of Chicago, have failed, with liabilities of from \$400,000 to \$500,000, their assets being comparatively insignifi-cant.

—At Montpelier, Vt., the snow on the 15th inst., accumulated to a level of eight inches, with icicles several inches in length on the eaves of the houses.

—Charles S. Hunt, a native of Litchfield, Conn., and for several years connected with the editorial staff of the New York Tribune, died in New York on the 16th inst., aged 34 years.

THE yellow fever at Savannah is sub-siding. Mayor Anderson has publish-ed a letter of thanks for the generous be-neficence which has been extended to the citizens from all parts of the United States, and adds:—"Such deeds do more to bind the inhabitants of this land in sympathy together as citizens of a common country than all the political theories that were ever advanced. All that we can now re-turn to our benefactors are our heart-felt thanks and a sincere prayer that the Al-mighty may bless and preserve in their own homes the noble people who have so read-ily come to our rescue, and long shield them from the pestilence that walketh in dark-ness and the destruction that wasteth at noonday. Justice and candor require us to announce at this time that by reason of the large liberality of subscriptions in money and supplies already afforded to us, we are no longer in immediate need, and we therefore ask our friends everywhere to cease, for the present, their charitable contributions. If the necessity for assistance shall again arise among us, we will frankly and unhesitatingly appeal to them for relief."

THE CENTENNIAL.—The average number of passengers carried last week by the Pennsylvania Railroad Company to the Centennial was 35,000 a day. The Boston Journal's Centennial correspondent says:—"Weather does not daunt the people; they continue to come by hundreds, by thou-sands, by tens of thousands. For the last few days one sees everywhere groups of men wrapped in blanket shaws, Western-ers or Southerners mainly. The true Southerner has not the remotest concep-tion of any appropriate means for keeping warm; he shivers in a short coat or a shawl when he should be well protected by an overcoat. In order to make the average attendance 50,000 per day for the entire period of the exhibition, it will require 25,000 cash admissions per day from this time out.

—Both the President and Attorney Gen-eral Taft have assured Senator Patterson that the negroes in South Carolina shall be protected in their rights at the coming election if the entire army has to be sent there to do it.

—An inquest was held at Randolph on the 14th, inst., on the death of Thomas Abbott, the fireman who was killed at the smash-up on the Old Colony Railroad re-cently. The substance of the testimony is shown by the finding of the jury that a portion of the local freight train was out of its place, being on the main track, when it should have been on the side track and waiting there until the boat train has passed. The jury further found by examina-tion of the rules of the railroad that if strictly adhered to the accident would not have occurred.

—The farming interest appears to be gradually diminishing in some of our New England States, and judging from the un-favorable reports that come from different sections, such a thing as good profits in the business does not exist. We see it stated that in New Hampshire there is now 2,000 deserted farms.

—Tweed's escape from Cuba on the bark Carnon was not as passenger, but as a landman compelled to serve as deck hand, and barefooted, barelegged and bare-armed, forced with squiggle and swab to wash down the decks. In this disguise he was discovered and taken into custody in Vigo Bay. This harsh experience did not seem to have in any way discouraged Tweed or impair his health. When he was placed on board the Franklin he was given the most commodious and elegant quarters on the ship.

CREW LIST OF VESSELS SAILED.

Bark Andrew Hicks, (of Westport), Capt. Edward E. Hicks, sailed from this port October 18th, 1876, for the Indian Ocean. The following persons compose her crew

Whalers' Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING OCTOBER 31, 1876.

NO 37.

The Whalers' Shipping List,
AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY E. B. P. RAYMOND,
8 South Second St., New Bedford, Mass.

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FOREIGN AGENTS.
JOHN GODDARD & CO., 81 Race Church Street, London, England. E. C.
A. W. POLLOCK & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whale-bone brought by each vessel.

	Blk.	Blk.	bone.
	sp	wh	
JANUARY.			
By Railroad, N. B.		60,403	
1 Jos Nickerson, N. Y.		101	4,500
11 Nile, N. L.		385	7,900
do, on freight,		1,372	
25 Colon, N. Y.		136	
26 Genl.		81	
		182	72,403

FEBRUARY.			
2 Humber, Boston.	.....	70	
14 Azor.	.....	1,185	
21 City of Dallas, N. Y.	.....	151	
27 Young America.	.....	1,572	2,045
27 Colon.	.....	69	
	.....	1,406	3,014

MARCH.			
30 Bart. Gosnell, N. B.	.....	817	333
A. Blake, Marion.	.....	82	20
	.....	2,305	3,367

APRIL.			
1 Syren, N. B.	.....	87	5,134
1 L. P. Simmons, N. L.	.....	43	443
2 Flying Fish.	.....	200	
7 Europa, N. Y.	.....	1,572	14,900
15 Helen Mar, N. B.	.....	85	1,425
do, on freight.	.....	35	294
15 Ceylon.	.....	5	5,250
16 Merald.	.....	1,645	
25 Colon, N. Y.	.....	162	25
25 Acapulco, Bst'n.	.....	162	25
25 Desdemona, N. B.	.....	458	805
do, on freight.	.....	39	
25 G. City, Fernandez.	.....	40	
	.....	2,674	15,160

MAY.			
1 Arrola, N. B.	.....	606	114
do, on freight.	.....	393	
2 Marcella, N. B.	.....	1,093	
2 Sarah.	.....	500	224
11 C. H. Pigeon.	.....	516	24
14 Fleetwing.	.....	40	1,425
14 Roman, N. L.	.....	40	1,425
do, on freight.	.....	516	
25 Carondelet, N. Y.	.....	373	241
25 Stafford.	.....	3,383	3,136
	.....	3,383	3,136

JUNE.			
5 Gov Morton, N. Y.	.....	253	955
6 R. W. Wood, N. B.	.....	1,532	551
6 Triton.	.....	43	1,279
8 Atlantic.	.....	42	
12 Acadia, N. B.	.....	53	
18 Andes, N. Y.	.....	172	
19 Merila, N. B.	.....	994	16
21 Crescent City, N. Y.	.....	609	
21 Alps.	.....	459	
	.....	3,954	3,228

JULY.			
1 Elvie Allen, N. B.	.....	2,138	77
1 Mattapolse.	.....	187	178
3 Wm & Anthony, N. B.	.....	1,146	
3 Colon, N. Y.	.....	540	28
5 Azor, Boston.	.....	58	
22 Acadia, N. Y.	.....	280	
26 Eliza Adams, N. B.	.....	1,120	80
do, on freight.	.....	774	1,290
30 E. Phillips.	.....	401	
30 Ellen Ripsh.	.....	110	220

AUGUST.			
2 Agate, N. B.	.....	107	216
2 Acadia, N. B.	.....	58	
15 Colon, N. Y.	.....	57	
15 E. H. Adams, N. B.	.....	163	
16 D. A. Small.	.....	308	
17 California.	.....	1,703	291
do, on freight.	.....	480	
20 W. A. Grier, Pvt'n.	.....	309	30
24 Catalpa, N. B.	.....	37	
25 N. J. Knight, Pvt'n.	.....	108	125
25 Mary Frazier, N. B.	.....	108	291
do, on freight.	.....	766	1,219
27 Canina, N. Y.	.....	274	
29 E. H. Hatfield, Pvt'n.	.....	190	
29 Acapulco, N. Y.	.....	587	

SEPTEMBER.			
4 G. M. Parker, N. B.	.....	163	194
12 Union.	.....	8	5
13 Rising Sun.	.....	98	210
14 A. Hicks.	.....	675	
14 Wm Wilson.	.....	97	4
15 Rosa Baker.	.....	516	
15 Azor, Boston.	.....	950	
15 Arizona, Pvt'n.	.....	80	200
15 M. E. Simmons.	.....	150	200
15 E. E. Cook.	.....	75	200
16 Edward Lee.	.....	180	
16 Petrel, N. B.	.....	110	
19 Black Hawk, N. Y.	.....	550	
20 Cohannet, F. H.	.....	75	
22 Antarctic, Pvt'n.	.....	180	
22 S. E. Lewis, Boston.	.....	135	
22 Crescent City, N. Y.	.....	160	
24 Quickstep, N. B.	.....	76	11
24 Com Morris.	.....	872	
24 Colon, N. Y.	.....	24	
25 Canina, N. Y.	.....	180	
25 Golden City, N. B.	.....	274	

OCTOBER.			
2 Wm Martin, N. B.	.....	225	
4 "Louis A."	.....	250	
5 Wave.	.....	375	1
8 A. Blake, Marion.	.....	90	
15 Colon, N. Y.	.....	260	
22 Seine, N. B.	.....	450	25

LIST OF WHALERS IMPORT.

NEW BEDFORD	
Ship California, Brightman, Pacific.	Daniel Webster.
"Milton.	"Milton.
Bark A. Tucker.	Catalpa.
"Commodore Morris.	E. B. Phillips, Francis, Atlantic.
"E. B. Phillips, Francis, Atlantic.	E. B. Phillips, Francis, Atlantic.
"Merlin, Sturgis, Indian Ocean, Oct.	Ospray.
"Progress.	Seine, Clay, Atlantic, November.
"Thomas Pope.	Wave, Hammond, Atlantic, Nov. 15.
Sehr. Golden City.	Petrel.
"Union.	

FAIRHAVEN.

Sehr. Ellen Rodman, Avery, Atlantic, Nov.	
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THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 the New-York Times will complete its twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, the Times has always borne a very high reputation throughout the United States. It is free from all sectional advertisements and reports, and under no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The disapprobation of quacks and medical pretenses, which has been one of the newspaper's daily, are not admitted into the columns of the Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous and malicious persons, who have attempted to attack the Times on the basis of Society which are frequently made, and which have led to so much misery and crime.

As a political journal, the Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of any Legislature. Its attitude is that of independence within the Republican Party, for in that way can the interests of the people be most efficiently served. Party government is essential to a constitutional country, and which journals profess to have "no party," it is because they have no principles. The Times is faithful to the convictions and aims upon which the Republican Party is based, and it is not the month of a clique. It was not originally established as an "organ," nor has it ever asked for or received any "favors" whatever from the party with which it has been identified. It has supported the Republican Party in the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. But its support has been impartial and independent, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to these principles in the important issues of the day, and it will be the attention of the people of the whole country. Great issues are at stake, and it will need all the force of the press to sustain the right side. The Democratic Party is substantial for inflation, which is a deadly step toward repudiation. The Republican Party is in favor of a return to specie payments, by safe and judicious methods, and of keeping faith with the national creditor; and thus of preventing widespread ruin and irreparable national dishonor. This issue alone would lead the Times to stand firmly by the Republican Party. The Democratic Party will be the enemy of the people of the whole country, and a party of inflation and repudiation in other States its professional enemies.

In the Presidential canvass, the Times will strive to get the best candidates nominated and afterward to render them a hearty support. It will take no part in personal intrigues, and it will be ready to defend leaders and candidates who are true and faithful representatives of the people. Its Editorial Columns will be conducted in a spirit of fairness and impartiality, free alike from self-interest, and from political jobbery, or undue favoritism.

The Sunday edition of the Times includes in addition to all the news, selected and original literary matter of the most varied and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper. Among the contributors of original stories or articles to this paper are Bret Harte, J. W. De Forest, Thomas Hardy, Dutton Cook, William Black, and other distinguished authors.

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The Stranger's Grave.

He sleeps within a nameless grave,
Where Spring's luxuriant blossoms wave,
For Summer's reign is high,
The solitude around his tomb
Is beautiful as Eden's bloom
Ere beauty learned to die.

Her fairest and most fragrant flowers
Kind May in bright profusion showers
Upon that lovely spot,
Where the sick heart and weary head
Rest in their last dark, narrow bed,
Forgetting and forgot.

No drooping mourners kneel beside
That lonely grave at even-tide,
And bathe it with their tears;
But oft the balmy dews of night
Lave it in pity, when the light
Of kindling stars appears.

No loved ones breathe the holy prayer,
But Nature's incense fills the air,
And seeks the distant sky.
Her artless hymn the song-bird sings;
The dreamy hum of insect wings;
Are prayers that never die.

—Chamber's Journal.

Amidst the Breakers.

I never was in better spirits than on the morning when I left Shanghai. I was then captain of the good ship Morning Glory, bound from that port to London, with a cargo of tea. The vessel was a fine clipper, well found, and in good trim; so I never felt more confident of making a rapid passage than on the day we cast off the tug at Woosung and ran past Saddle Island, with a fresh eight knot breeze, down the China Sea. I had only two passengers with me—Mrs. Clifford, the wife of an English merchant at Ningpo, and her daughter, a little sunny-haired child, who soon became a great favorite with all on board. All went well until we were off Turnabout, when the wind fell light, and for several days we made but little progress.

When I came on deck one morning, I was surprised to find the royals and topgallant sails stowed, though it was a dead calm, and the crew busily employed reefing preventer-braces and doubly securing everything movable.

"What's the matter, Jackson?" I inquired, as the chief officer came to wards me.
"I think it's going to blow hard, captain; the mercury's all of a quiver in the barometer—the birds fly high and are making for land. I've seen those signs before in these seas, and know a typhoon's coming on pretty shortly," he replied.

I commended his forethought, and, urging him to get everything snug as quickly as possible, went below to ascertain, as accurately as I could, the vessel's position.

Clouds gradually gathered overhead, and at eight bells in the afternoon the first installment of wind came, in short, fitful gusts, from nearly opposite points of the compass. Presently the clouds opened, and a torrent of rain poured down, while the wind increased in violence till it blew a heavy gale.

The hatches were tightly battened down, all sails furled except the three close-reefed topsails and fore course; and I put her right before the wind, to endeavor to run out of the circle of the storm. Night came on, and then the full fury of the tempest burst upon us. To see was impossible, for the rain drove horizontally along, cutting to our very skins—to hear, still more so, for the howling of the warring elements deafened us completely.

Groaning and quivering, the good ship bore bravely on, now rising high on the crest of a mountainous billow, anon plunging deep into an abyss of darkness, from which she again emerged foaming and snorting like a mettlesome steed. The crew drenched to the skin, were crouching under the lee of the weather-bulwarks; and I was firmly lashed to the mizzen-rigging, under shelter of a tarpaulin.

Still the hurricane raged with increasing violence. I could not close-haul the vessel for want of sea-room on the starboard hand; and I knew we should get into the inner circle of the typhoon—the point most to be dreaded if we lay to on the off-shore tack. The topsails blew out of the bolt-ropes with a roar like thunder; the fore-brace parted, and the yard came crashing down on deck. One huge wave broke over the stern, while another struck the vessel full on the broadside, flinging her on her beam-ends in the trough of the sea, where she lay moaning like a vanquished giant.

"Cut away the mizzen-mast," I roared through my speaking-trumpet. Jackson, than whom a better sailor never trod a plank, obeyed my order promptly; one stroke of his axe severed a shroud landyard of the mizzen-rigging and the lower mast, snapping short off below the top, fell into the boiling ocean to leeward. Still the vessel lay over on her side, and the sea making a complete breach over her.

"Mainmast, now!" I shouted, and soon that mast went close by the deck carrying with it the foretopmast—and,

alas! Jackson and ten brave fellows who had become enmeshed in the tangled cordage that swept the deck.

The vessel righted on her keel; and the remainder of the crew and myself used every effort to save our hapless companions, but without avail, and they sank to rise no more.

I was now in momentary expectation of the vessel foundering, for the helm was useless; huge waves, mountain high, were breaking over her, and the spars to leeward were dashing like battering-rams against her sides, threatening to stave her in. But all was not yet lost: there came a lull, followed by another whistling blast, then a lull again, and the rain ceased. This betokened that the fury of the storm was spent, that the centre had passed, and that ere long all would be over.

At last the welcome dawn arrived, so, bidding the second mate set at once about clearing the debris, I descended to the cabin for the purpose of visiting Mrs. Clifford, who I knew must need consolation. I found the courageous woman seated in a corner where she had wedged herself, calmly reading the form of prayer "to be used at sea," while her child lay peacefully slumbering in her lap.

As I entered she rose and took both my hands.

"Captain Downes, you good, brave man, tell me truly, is there any hope? I can bear to hear the worst, though the thought of my poor little Edith unnerves me," she said, gently.

"The weather is moderating, madam; we are in the hands of Providence, but His mercy may be extended to us; the greatest danger is now past so bear up and have every hope," I replied.

I was peering over a chart in my cabin, when the second mate called hurriedly to me to come on deck.

"Breakers to leeward, sir!" he cried, excitedly, as I emerged from the hatchway.

I looked in the direction he indicated, and saw a long line of foam stretching out on our lee, while the roar of beating surges fell distinctly on my ear. The sea was still running high, though the wind had died entirely away; and I soon perceived that the current was bearing us swiftly towards land. Nearer still we drifted; and then I recognized our position. The most dangerous rocks in the China Sea, a group known as the Pratas, were to leeward; and we were utterly unable to navigate our disabled vessel, or to ward off the fate that seemed pending over us. The crew showed indomitable courage, exhibiting the greatest alacrity, and striving hard, by promptly obeying my orders, to work the vessel off shore; but we sagged steadily to leeward, and I saw that all chance of saving the vessel was gone for ever.

"Get the life-boat ready, my lads; quick, for you lives! Don't forget provisions, Mr. Cooper," I said, as I hurried below.

Mrs. Clifford met me at the foot of the stairs, and read the new trouble in my face.

"You must come in the boat. Give me Edith, keep calm, I beg," I exclaimed, plucking a quilt from a bed, and wrapping it round her, while I took the child in my arms.

"I will, I will! But, oh, preserve my child!" she cried; then she mounted with firm step to the deck.

We were very near to the rocks now terribly near—and I saw Mrs. Clifford's cheek blanch as her quick eye took in the danger at a glance; but I placed her safely in the boat with Edith. The crew took their places orderly; Cooper and I lowered them to the water, the tackles were unhooked, and the boat floated clear of the vessel's side. Then I leaped overboard, the second mate followed, the crew picked us up, and we were soon using our every endeavor to weather the shoal where on the Morning Glory shortly struck and went utterly to pieces.

The life-boat had been terribly strained by the waves which broke over, when on the vessel's deck, and the water gurgled in at many a yawning seam, so that half the crew were constantly employed in bailing her out. The sea still running high, shook her much, and I began to fear that she would not float long, as we had rather more than her complement in her; therefore I consulted Cooper as to whether it would not be better to pull to leeward of the Pratas, and endeavor to land upon the island in the rear. He agreed with me; so we put that plan into execution, and before nightfall ran the boat between two rocks into still water, and, though not without much difficulty, succeeded in effecting a landing.

We fashioned a tent out of the boat sail for Mrs. Clifford's accommodation, and kept a regular lookout for vessels in the hope of being rescued. There was plenty of fresh water in the deep pools and fissures of the rocks, but our scant stock of provisions soon

disappeared; and then we had to use biche-demer—an edible zoophyte—shell-fish, and gulls' eggs, which abounded on the little island, for food.

A fortnight had passed away, and still no friendly sail had greeted our sight. The unusual diet and exposure to the weather—which was extremely hot—told upon us; and in our wan faces and attenuated forms the happy crew of the Morning Glory could scarcely have been recognized. Then four of our number volunteered to take the boat, which we had been unable to repair for want of materials, and endeavor to reach Hong Kong, from whence assistance could be sent us. Full of hope, they started on their mission, one beautiful morning, bearing with them our heartfelt prayers for their success; but, alas! they never reached land, the boat was found bottom-up by a steamer, and that was how the report of our total loss got circulated.

We remained on the Pratas six weeks, at the end of which time a trading-junk, noticing our signals, sent a sampan off, took us on board, and carried us to Tae-wan, on the island of Formosa, where we received much kind attention from the British consul, who forwarded us to Hong Kong.

LIEUTENANT BOYLE'S DUEL WITH A NEW JERSEY GIANT.—"Wa'al, there he is," said the man, with a sort of snort of triumph; and, sure enough, in swaggered the round-shouldered, putty faced giant. He had tufts of dry grass for beard; a large, flabby, pusillanimous nose; small, oblique eyes; and two hay-colored dabs of hair, one on each temple, known to scientific explorers of the New York Bovey as "soap-locks." He was eating pea-nuts or pop-corn as he entered; and jerking a chair round, he threw himself into it with a contemptuous nod to the company, and ordered a glass of toddy hot, in a voice of thunder.

"Little Boyle sat quiet, watchful, observing, a curious smile curving his good-humored mouth; while the other, half shutting his eyes, with an air of lofty disdain, slowly sipped the hot toddy."

"Oh, pshaw!" sneered our nasal friend, in a whisper to Boyle; "you darra't tackle him. He'd make you look wondrous crotty in a jiffy."

"But Boyle, seeming not to hear this impertinence, turned to us, saying, with a lazy air, 'I'm going to see if there is any grit in him; and approaching the chair upon which Colonel George Washington Kosciusko, etc., reclined, he perched himself on the edge of a table near, and said, pleasantly, 'Good-evening, Sir.'"

"Who are you, Sir?" returned the other, with a viperish look out of his slant eyes.

"I'm a gentleman, and my name is Junius Brutus Boyle."

"And my name is George Washington Kosciusko Peter Bonaparte Solomon Job Simecum, and you'd better mind what you're about."

"I will, thank you. I understand that you are pretty considerable of a fellow."

"Sir, you air a ruther free an' easy sort of cuss; ruther too forrard."

"Yes, oh yes. I might be as stiff as the North pole, or as distant as two millions; but then, you know, the other is my way."

"Wa'al, Sir, I don't like your way."

"No? How queer! Well, I won't be disoblising, and I give you permission to lump it, then."

"Sir, you air—your air sassy. You'd better curb them propensities of yourn."

"Just so. You have a propensity, I understand, to consider yourself a great man?"

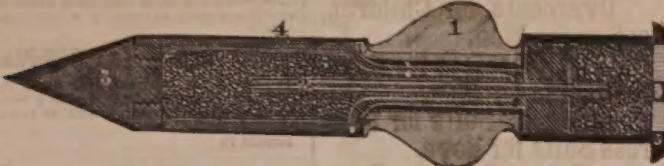
"Sir, you air a impudent."

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SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality to all of which our seafaring friends and the public are invited to inspect and purchase at the lowest prices. We warrant to set at short notice being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN, FREDERICK E. BRIGHTMAN.

SHIPPING LIST AND MERCHANTS' TRANSCRIPT OCTOBER 24, 1876.

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which were prepared to make to order into garments as
ordered by customers.



READY MADE CLOTHING
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.

PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING, JOHN WING, HIRAM W. WENTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to the sea in ships," and will endeavor to give satisfaction in all business transactions, and shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—

FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade

The business hereafter will be conducted under the style of DOANE & CO.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.

SIMEON DOANE. J. H. J. DOANE.

MOSES C. SWIFT,



NO. 128 1-2 UNION STREET, NEW BEDFORD

CLOTHING GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE.

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our seafaring friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city customers buy the goods

FOREIGN HOUSES.

BARBADOES, West Indies.

W. P. LEACOCK & CO.,

SUCCESSORS TO

NOBLE TOWNER.

The undersigned beg to give notice to

vessels, that they have succeeded in getting

the tonnage dues removed from whaling

vessels visiting this port for the purpose of

shipping their oil. They are now allowed to

ship whatever quantity of oil they may

desire on payment of twenty-four cents per

barrel of 31 gallons, in lieu of the tonnage

duty of fifty-four cents per ton, which was

formerly imposed.

The expenses attendant on shipment of

oil at this port are as follows:

A package duty of twenty-four cents per

barrel. Harbor dues, \$3; Bond at Custom

House, \$3; and a Harbor Police Fee, as follows:

Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4.

They will continue, as heretofore, to supply stores, and negotiate drafts on the same favorable terms; as well as receive and ship home oil at the rate of One Dollar and Twenty-Five cents per barrel, (delivered at New York or Boston) free of all other charges except insurance, which will be effected on the most favorable terms when required.

Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any person offering themselves as Pilots, as there are none licensed by the government, and none needed, there being no obstructions whatever in the Bay.

On coming to anchor, masters are also informed that the middle part of Carlisle Bay, from the northerly to a southerly direction, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well past the Buoy to the leeward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.

There is now no direct communication with this place and the United States by mail.

Masters of vessels calling off the Harbor and not wishing to anchor may obtain their letters by coming on shore in a boat, after having been first boarded by the Health Officer—and will only incur the expense of that officer's fee—\$1.

New Bedford papers always on file for inspection.

W. P. LEACOCK & CO.

Boston, Clinton, Fitchburg & New Bedford R. R.



Boston, Taunton, Providence, and Martha's Vineyard.

On and after Monday September 4th, 1876, trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway at 7.30, and 10.25 A. M., and 3.40 P. M. Return, 7.30, 10.25 A. M., and 4.35 P. M.

Via Old Colony Railroad, 8 A. M. Return, 3.30 P. M.

Providence, at 7.30, and 10.25 A. M., and 3.40 P. M. Return, 8.00, and 10.50 A. M., and 4.40 P. M.

Taunton, at 7.30, 8.00, and 10.25 A. M., and 3.40 P. M. Return, 9 A. M., and 12.10, and 5.45 P. M.

Dean street station, 4.20 P. M.

Myricks, at 7.30, 8.00, and 10.25 A. M., and 3.40 P. M. Return, 8.20 A. M., and 12.20, 4.40 and 6 P. M.

Howland's, at 8.00 A. M., and 3.40 P. M. Return, 9.25 A. M., and 6.10 P. M.

East Freetown, at 7.30 A. M., and 3.40 P. M. Return, 9.30 A. M., and 6.15 P. M.

Brady's, at 8.00 A. M., and 3.40 P. M. Return, 9.35 A. M., and 6.20 P. M.

Acushnet, at 7.30 and 10.25 A. M., and 3.40 P. M. Return, 9.45 A. M., and 6.25 P. M.

Worcester via Mansfield and South Framingham at 10.25 A. M., and 3.40 P. M.

Lowell, at 10.5 A. M., and 3.40 P. M.

Fitchburg, at 10.25 A. M., and 3.40 P. M.

Fall River, at 7.30, and 10.25 A. M., and 3.40 P. M. Return, 8.00 and 11.20 A. M., 3.15 and 4.17 P. M.

Newport, at 7.30, and 10.25 A. M., and 3.40 P. M. Return, at 7.20 and 10.40 A. M., and 2.30 and 3.45 P. M.

New York via Shore Line, at 7.30, and 10.25 A. M. Return, 8.00 A. M., and 10.00 P. M.

New York, via Stonington, at 3.40 P. M.

LEAVE TAUNTON, FOR

Boston, at 6.06, 9.40 and 11.10 A. M., and 4.30 P. M. Return, at 7.30 and 11.10 A. M., 2.4.35, and 5.36 P. M.

Providence, at 8.10, and 11.15 A. M., and 1.40, 4.35 and 6 P. M. Return, 8.00, 9.15, and 10.50 A. M., and 4.40 and 6.20 P. M.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at 7.24 A. M., and 3.40 P. M.

Mattapoisett, at 7.24 A. M., 2.40 and 4.40 P. M.

Marion, at 7.24 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.24 A. M., 2.40 and 4.40 P. M.

Cape Cod, at 7.24 A. M., and 4.40 P. M.

Nantucket, Monday, Tuesday, Thursday and Saturdays, at 7.24 A. M.

Plymouth, at 2.20 P. M.

LEAVE BOSTON, via Old Colony Railway,

at 8 A. M., and 4 P. M.

LEAVE SANDWICH at 7.50 A. M., 2.57 P. M.

LEAVE HYANNIS, at 7.09 A. M., and 2.07 P. M.

LEAVE TREMONT, at 10.00 A. M., 3.55 and 5.40 P. M.

LEAVE MARION, at 10.15 A. M., 4.15 and 5.52 P. M.

LEAVE MATTAPoisETT, at 10.25 A. M., 4.25 and 6.04 P. M.

Passengers from Way Stations on Old Colony Railway will take the 3.35 P. M. train from Boston.

WARREN LADD, Asst. Supt.

sept, 4, 1876.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a partnership for the purpose of carrying on the Express business under the name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office No. 112 Union street, daily, (Sundays excepted) for Boston, Providence, Taunton and way stations at 6.45 and 7.15 A. M. Mid-day Express from office 9.45, Depot at 10.15 A. M. Afternoon Express, from office 3.10 and Depot at 3.40 P. M.

This Express so long and favorably known to the public, now offers superior facilities to all persons wishing to transact business in the principal cities and towns in the United States and Canada.

Specie, Bank Notes, and other valuables, safely transported, and Notes, Drafts, Bills, Coupons, &c., promptly collected. Goods of all descriptions forwarded with despatch.

This Express connects with steamer Monohansett for Woods Hole, (Falmouth,) Vineyard Haven and Edgartown, (Martha's Vineyard).

H. & Co. have the exclusive agency for the sale of Tickets to New York and Erie, New York Central and Pennsylvania Central Railroads, and their connections to all points South and West. Tickets for sale and information freely given at our office.

OFFICES:—In Boston, 34 Court Square, and No. 9 Milk street, opposite the Old South Church.

Providence, 30 Dorchester street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union street.

A. D. HATCH, GEO. C. HATCH, CALVIN RAYMOND, JR.

New Bedford, May 20, 1876.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York

Steamship Line.

Leaves New Bedford and New York daily as per advertised time of that line.

A competent messenger will accompany each boat, and all orders will be promptly and faithfully executed.

OFFICES:—In New York, at 105 Wall Street; No. 346 Canal Street, corner of Church; and Pier 39 East River; New Bedford, at No. 19 Commercial Wharf.

Order book can be found at Lawton's Drug Store, corner of Purchase and Union streets

MARTHA'S VINEYARD.

WOODS HOLE, FALMOUTH HEIGHTS

VINEYARD HAVEN, VINEYARD HIGH-

LANDS, OAK BLUFFS AND

EDGARTOWN.

FALL ARRANGEMENT.

The steamers MARTHA'S VINEYARD, Capt. Benjamin C. Cromwell, or MON-

OHANSETT, Capt. Charles C. Smith, will run between New Bedford and Edgartown, on and after MONDAY, September 4th, leaving Edgartown daily at 7.15 A. M., making close connections with the trains for Boston, Providence, New York, &c. Returning, leave New Bedford at 1 P. M., being the hour of the arrival of the mid-day trains from Boston, Providence, &c.

All freight for these steamers must be delivered on the wharf 30 minutes before the advertised time of leaving.

Passengers for Falmouth Heights leave at Woods Hole.

Applications for towing vessels, or any other information, may be made to the captain on board, or to

ANDREW G. PIERCE, Agent,

Over Merchants' National Bank.

SEND 25c. to G. P. ROWELL & CO., New York, for a list of 3,000 newspapers, and estimate showing cost of advertising.

1y mch776

Scribner's Monthly for 1876

The publishers invite attention to the following list of some of the attractive articles secured for Scribner's Monthly for the coming year. In the field of fiction, besides numerous novelettes and shorter stories, there will be

TWO REMARKABLE SERIAL STORIES

BY AMERICAN AUTHORS.

The first of these, now complete in our hands,

"GABRIEL CONROY,"

By Bret Harte.

Begins in the November number, and will run for twelve months. This is Mr. Harte's first extended work. The scenes and characters, which the author has chosen from his favorite field, California, are painted with characteristic vividness and power; and the work is without doubt the most graphic record of early California life that has yet appeared.

We shall also begin in the January number

"PHILIP NOLAN'S FRIENDS,"

Or Show Your Passports.

BY EDWARD EVERETT HALE.

The scene of this story is laid in the South-western territory, now forming the States of Louisiana and Texas, at the time of Aaron Burr's treason. The characters lived in a section which was now American, now French, and now Spanish, and the record of their adventurous lives makes a story of intense and unflagging interest throughout.

A SECOND "FARMER'S VACATION,"

By COL. GEORGE E. WARING, JR.

Col. Waring is now in Europe, visiting in a row-boat ride of two hundred and fifty miles, one of the most fertile and interesting of the vine-growing valleys of Europe. The second series of papers promises to be even more interesting than that with which our readers are already familiar.

CENTENNIAL LETTERS,

Edited by John Vance Cheney.

A rare collection of Revolutionary Letters, mainly from stores in the hands of the descendants of Col. Joseph Ward. They are full of interest, and will lend with a rare relish in connection with the Centennial Celebration of the year.

BRILLIANTLY ILLUSTRATED ARTICLES ON

AMERICAN COLLEGES.

Written respectively by their friends, will appear during the year. The revived interest in college life makes these papers especially timely, and will secure for them unusual attention.

OLD NEW YORK.

Elegantly illustrated articles on Old New York, by J. H. M. M. will appear once, and will attract the attention of all, in city or country, who mark with interest the development of the great metropolis, and affectionately remember the quaint peculiarities of its olden life.

Every number is profusely illustrated, thus enabling us to give to our descriptive and narrative articles, an interest and permanent value never attained in a non-illustrated periodical. Under its accomplished management the magazine will in the future be devoted, as it has been in the past, to sound literature and Christian progress.

THE EDITORIAL DEPARTMENTS

occupy over twenty pages of each number and contain Dr. Holland's vigorous and timely editorials, as well as Reviews of the latest works in Art, Literature and Science.

TERMS:

\$4 a Year, in advance; 35 cents a No.

The 10 volumes complete, Nov. 1876, to Oct. 1878, bound in maroon cloth, \$20.00

in half morocco, \$26.00

Volumes begin in November and May.

Any of the earlier volumes (1 to VIII) will be supplied separately to parties who wish them to complete sets at this rate, i. e., cloth, \$2.00; half morocco, \$3.00.

Booksellers and Postmasters will be supplied at rates that will enable them to fill any of the above orders.

Subscribers will please remit in P. O. Money Orders, or in Bank Checks or Drafts, or by Registered Letters. Money in letters not registered, at sender's risk.

SCRIBNER & CO.,

743 Broadway, New York.

VESSELS' NAME.	MASTERS.	AGENTS' NAME.	DATE OF SAILING.	WHERE DUNED.	LATEST REPORT.
NEW BEDFORD.	129	Joseph & William R. Wing.	In port.		Arrived October 26, 75, 400 sperm.
Abner Barker.	130	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	131	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	132	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	133	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	134	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	135	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	136	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	137	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	138	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	139	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	140	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	141	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	142	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	143	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	144	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	145	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	146	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	147	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	148	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	149	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	150	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	151	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	152	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	153	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	154	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	155	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	156	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	157	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	158	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	159	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	160	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	161	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	162	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	163	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	164	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	165	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	166	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	167	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	168	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	169	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	170	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	171	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	172	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	173	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	174	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	175	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	176	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	177	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	178	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	179	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	180	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	181	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	182	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	183	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	184	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	185	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	186	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	187	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	188	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	189	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	190	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	191	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	192	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	193	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	194	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	195	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	196	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	197	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	198	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	199	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.
Abner Barker, sch.	200	Joseph & William R. Wing.	October 26, 75.	Pacific Ocean.	April 28, 76, at sea, no lat & co.

NOW READY!
THE LATEST
FALL AND WINTER STYLES
OF CLOTHING, AT
CHARLES FISHER'S



Consisting of:
Overcoats for Men,
Overcoats for Boys,
Overcoats for Children,
Reefers for Men,
Reefers for Boys,
Dress Suits for Men,
Business Suits for Men,
Dress Suits for Boys,
School Suits for Boys,
Childrens Dress and Play
Suits,
AND A LARGE ASSORTMENT OF
CHEAP CLOTHING
For Men and Boys to Select From.
—A T—
Charles Fisher's,
64 PURCHASE STREET,
New Bedford, Mass.
OPPOSITE CITY CLOCK.

OFFICE OF THE
Atlantic Mutual
INSURANCE COMPANY.

NEW YORK, January 24th, 1876.
The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st of December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875, \$5,840,021.88.
Premiums on Policies marked off 1st January, 1875, 2,455,272.87.
Total amount of Marine Premiums, \$8,295,294.75.
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.
Premiums marked off from 1st January, 1875, to 31st December, 1875, \$6,123,134.68.
Losses paid during same period, 2,712,068.06.
The Company has the following ASSETS, viz.:
United States and State of New York Stocks, City, Bank and other Stocks, \$10,314,940.00.
Loans secured by Stocks, and otherwise, 2,544,200.00.
Real Estate and Bonds and Mortgages, 207,000.00.
Interest and sundry notes and claims due the Company, estimated at, 454,007.92.
Premium Notes and Bills Receivable, 2,676,300.00.
Cash in Bank, 363,402.41.
Total amount to assets, \$16,019,940.82.
Six percent interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next from which date all interest thereon will cease. The certificates to be produced at the time of payment and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.
A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.
By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:
John D. Jones, William H. Webb,
Charles D. Jones, Gordon W. Burnham,
W. H. Moore, Frederick Channing,
Henry Colt, Charles P. Burdett,
Lewis Curtis, Francis Skiddy,
Charles H. Russell, Robert B. Minton,
Lowell H. Hook, Robert L. Stuart,
Royal Phelps, Alexander Y. Blake,
David Lane, Charles D. Leverich,
James Bryce, Charles H. Marshall,
Daniel S. Miller, George W. Lane,
William E. Dodge, Adam P. Sackett,
Josiah O. Low, Thomas F. Youngs,
C. A. Hand, Horace Gray,
James Low, Winthrop G. Ray,
John D. Hewlett, Samuel Hutchison,
Edmund W. Corlis,
JOHN D. JONES President,
CHARLES DENNIS Vice-President,
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ATTORNEY AND COUNSELLOR AT LAW
AND
PROCTOR IN ADMIRALTY.
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NEW BEDFORD.

Whaling voyages and maritime claims settled with dispatch.
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Supply Teas for Club Orders, and allow a larger commission than usual, and in all cases guarantee the quality of our goods. Forms sent when required.
Send for circular and please say under which of the foregoing heads you desire particulars, so that we may send you all the information necessary without further trouble.

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Is one of the largest and most reliable houses in the trade; all parties requiring Teas in quantities will do well to send their orders direct.
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Druggists and Apothecaries
With care and attention to business, and as we trust, with the reputation of honest and fair dealing secured by a long business experience, we hope to merit and receive a fair share of public confidence and patronage.
Our stock, which we intend shall be the largest and most complete in this section, comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their Prescriptions Prepared only by Competent and Careful Persons.
and in all things shall be our constant aim to gain the confidence and esteem of our patrons.
Mr. ISRAEL H. SHURTLEFF, formerly with us, and will be pleased to see all his old friends and hosts of new ones at the old stand.
J. E. BLAKE & CO.,
54 North Second Street, cor. Middle

THE TAUNTON COPPER CO.
OFFER FOR SALE
Yellow Metal and Copper Sheathing.
BO TS, SPIKES, NAILS, &C.,
10 Old Metal taken in exchange for new
John P. Knowles, 2d, Agent.
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THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.
Mr. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of Plumbing on the most reasonable terms. Call at No. 24 William street.
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(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles, &c.
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IVORY H. BARTLETT, JR.,
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WHALING GUNS.
THE subscriber flatters himself that his "BOMB" LA N.C. for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same.
The Launches are for sale by the following Agents, and at the manufactory.
J. A. BRAND,
Norwich, Ct., Feb. 29th, 1876.
AGENTS:
Edward P. Haskell, New Bedford, Mass.
Union Iron Works, Provincetown, Mass.
Ransom Smith, 21 Fulton street, Boston.
Crocker, Wood & Co., New York City.
Williams & Barnes, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Harvey & Co., Honolulu H. I.
F. A. BARBER, Russell, Bay of Islands New Zealand.
feb297

CORDAGE.
THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish all short notice
GANGS OF RIGGING,
of all sizes, and of the best manufacture.
MANILLA AND HEMP WEALE LINE,
made from pure Manilla and Russia Hemp. All orders sent to L. A. FULTON, Treasurer, Retch's Square, New Bedford, Mass., will be promptly attended to.

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SUCCESSORS TO
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ESTABLISHED 1841.
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No. 49 North Water Street,
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SEXTANTS, QUADRANTS, SEYGLASSES COMPASSES, &c., repaired in a workmanlike manner, and on reasonable terms.
All orders thankfully received at 6 toms 24 executed.
oct2074

WHALEMEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT, OCTOBER 31, 1876.

The Whalemens Shipping List.

NEW BEDFORD.
TUESDAY MORNING, OCT. 31, 1876.

IMPORTS			
Of Sperm and Whale Oil and Whalebones into the United States, for the week ending October 30, 1876.	Bis. sp.	Bis. lbs.	Bone.
New Bedford.	1,800	200	.....
Ship Milton.	400	.....	.....
Bark A. R. Tucker.	220	.....	.....
" Ospray.	.....	.....	.....
Total.	2,420	200	.....
Previously.	31,366	23,141	70,513
From Jan. 1, to date.	34,378	23,241	70,513
Same time last year.	34,538	22,695	204,689

NEW BEDFORD OIL MARKET.

For the week ending October 30.

SHEM.—Has been very quiet since our last, the only sales being 75 bbls. at \$1.45, and 130 do. at Boston, to come here, reported at \$1.45 there, both parcels for manufacture.

WHALE.—Is very quiet, the high prices asked by holders in consequence of the loss of the Arctic ships, checking transactions.

WHALEBONE.—Sales have been made in New York since the receipt of the disastrous news, of Arctic at \$2.50 p lb, and also of Northwest at same price.

LETTERS.

A letter from Capt. Shiverick, of bark John & Winthrop, of this port, reports her at Fayal, September 21st, to sail that day direct for Chili. Reports that he had seen whales but three times since leaving home, but took one only making 12 bbls. of oil. The vessel proves an excellent seaboat, and everything worked satisfactorily.

A letter from Capt. King, of bark Stafford, of this port, reports her at St. Michaels, September 23rd, having shipped 75 bbls. sperm oil by the Modesta; had experienced rough weather. Reports September 23d, bark Swallow, Ellis, New Bedford, with 325 bbls. sperm oil.

A letter from Capt. Ellis, of bark Ohio, of this port, reports her at Fayal, September 21st, having landed 100 bbls. sperm oil, to be shipped by the Kate Williams. Reports bark Sunbeam, Gifford, New Bedford, had landed 430 bbls. sperm oil.

A letter from Capt. Crow, of bark Callao, of this port, reports her at Mahe, August 28th, having taken 60 bbls. sperm oil since last report.

A letter from Capt. Gifford, of ship Young Phoenix, of this port, reports her at Mauritius, September 8th, bound into the Atlantic Ocean—also as last reported.

A letter received in Provincetown, from Capt. Atkins, of schooner Helen M. Simmons, of that port, reports her at St. Michaels, September 25th, with 150 bbls. sperm oil. Reports no date, schooners Carrie W. Clark, Burch, do. 180 sperm; B. F. Sparks, Ewell, do. 150 sperm; Clara L. Sparks, Sparks, do. 150 sperm. All of the above oil has been landed for shipment home by bark Modesta.

A letter from on board bark Matilda Sears, Childs, Dartmouth, reports her at Chesterfield Reef, August 2d, having taken 120 bbls. sperm oil since leaving Bay of Islands. Had seen whales but twice, and taken them both times.

A letter from Capt. Barnes, of bark Sea Breeze, of this port, reports her at sea, August 18th, no lat. &c., having taken 350 bbls. humpback oil since last report.

A letter from Capt. Bassett, of bark Perry, of Edgartown, reports her at Estancia, West Indies, August 28th, no oil since leaving Barbados. The Capt. had been sick with African fever. To sail next day.

Correspondence of the Shipping List.

FAYAL. September 27th, 1876.—Arrived at this port September 7th, bark Sarah B. Hale, Slocum, New Bedford, with 20 bbls. sperm oil on board, sailed and returned 16th, got her stores, and sailed again on the 26th to cruise; 18th, schooner Charles Thompson, Leach, Provincetown, landed 80 bbls. sperm oil; 14th, bark George & Mary, Cannon, New Bedford, landed 160 bbls. sperm oil—Capt. Cannon landed sick, and the vessel sailed same day to cruise—[Capt. Cannon was improving at date of latter]; 15th, Helen Mar, Banbury, do. clean, and sailed same day to cruise; 16th, Ospray, Crapo, do. 240 bbls. sperm oil on board, and left for home on the 23d; 19th, Ohio, Ellis, do. landed 100 do. sperm oil, and sailed 23d to cruise; John & Winthrop, Shiverick, do. 12 do. sperm oil, and sailed 23th; Desdemona, Vincent, do. to get 1st officer who had been left here sick, having improved in health; brig F. H. Moore, Soper, Boston, from Bermuda, with 120 bbls. sperm oil on board.

Also arrived September 28th, bark Kate Williams, Hale, from St. Michaels, and will sail for Boston on about September 30th, with oil on freight—she has taken oil landed from schooner Charles Thompson and bark Ohio.

Also arrived 18th, bark Amizade, Mello, from Boston, landed passengers, and left same day for the other Islands.

At the annual meeting of the Wampanoag Mills Corporation, held on the 24th inst., the old officers were re-elected, except that Horatio Hathaway was chosen Director in place of David R. Greene, who has been a Director from the organization of the Corporation, but declined a re-election. A dividend of \$3 per share has been declared, payable November 1st.

We hope friend Raymond will induce some of our contemporaries to subscribe to his excellent *Shipping List*, so that they will be more accurate in referring to whaling vessels. The Boston Advertiser, following the mistake of the telegraphic dispatch from San Francisco, speaks of ship Camilla and bark Josephine of Boston—Standard.

We are happy to be able to say of our contemporaries, generally, that they manifest a substantial appreciation of the value of the *Shipping List*, but probably in the necessary haste of compiling intelligence from other sources they may accidentally forego the opportunity of referring to our files for the "proofs."

The Old South purchase in Boston has been formally concluded and the papers placed and recorded.

LIFE INSURANCE.—An important decision was announced in the United States Supreme Court in Washington on the 23d inst., in several Life Insurance cases. The points decided are as follows:

"A policy of Life Insurance which stipulate for the payment of an annual premium by the assured, with a condition to be void on non-payment, is not an insurance for a year like a common fire policy, but the premiums constitute an annuity, the whole of which is the consideration for the entire assurance for life, and the condition is a condition subsequent, making void the policy by its non-performance, but the time of payment in such policies is material, and of the essence of the contract, and failure to pay involves absolute forfeiture, which cannot be relieved against by equity if failure to pay the annual premium be caused by the intervention of war between the territories in which the insurance company and the assured respectively reside, which makes it unlawful for them to hold intercourse. The policy is, nevertheless, forfeited if the company insist on the condition; but in such case the assured is entitled to the equitable value of the policy arising from the premiums actually paid. This equitable value is the difference between the cost of a new policy and the present value of premiums yet to be paid on the forfeited policy when the forfeiture occurred, and may be recovered in an action at law of a suit in equity.

The doctrine of revival of contracts suspended during the war is one based on considerations of equity and justice, and cannot be invoked to revive a contract which it would be unjust or inequitable to revive, as where time is of the essence of the contract, or the parties to it cannot be made equal. The average rate of mortality is the fundamental basis of life insurance, and as this is subverted by giving to the assured the option to revive their policies or not, after they have been suspended by a war (since none but the sick and dying would apply), it would be unjust to compel a revival against the company.

Justice Bradley delivered the opinion of the Court.

The insured parties lived in Mississippi, but were prevented from paying their premiums in consequence of the breaking out of the civil war.

In the Supreme Judicial Court, Taunton, on the 24th inst., in the case of William C. N. Swift et al. vs. John W. Hall, et al. action was brought for supplies furnished to the defendants' vessel, the defendants' interest in which had been leased to one Hubbard, the master and co-owner, on shares. Hubbard was to have the vessel for an indefinite period, was to victual and man her, and pay the port charges, and use and employ her as he chose, and pay the defendant Hall half the net earnings. Hubbard procured the supplies, admitted to be necessary to relieve the vessel from her peril, and the question involved was whether Hubbard was owner pro hac vice or was agent of the owners and had authority to bind them. Decision reserved. George Marston for plaintiffs; Thomas M. Stetson for the defendants.

In the United States Circuit Court in Boston, on the 25th inst., came on a suit in equity brought by the Goodyear Dental Valconite Company vs. Charles G. Davis and others, for infringement upon a re-issued patent granted to it as assignee of John A. Cummings for improvements in artificial gums and palates, asking for an injunction. There are upwards of 1,000 suits pending in different districts, involving the same question. The defendants manufacture under what are called the Celluloid patents, and the principal question is whether these patents are infringements of the Cummings rubber patent. Hearing concluded and decision reserved.

The following is the Boston Insurance on the whalers recently reported lost in the Arctic:

Arctic—Manufacturers', \$5,000; c. (catching), \$5,500; Washington, \$4,000; c. \$2,500; Neptune, \$5,000; New England, \$5,000; c. \$2,500.

Acors Bams—Manufacturers', \$5,000; New England, \$5,500; Washington, \$5,000; Boyleston, \$5,000.

Cornelius Howland—Manufacturers', \$7,500; Washington, \$10,000; Neptune, \$5,000; Boyleston, \$7,500.

Java, 2d—Manufacturers', \$937; Washington, \$837; Neptune, \$837; China, \$1,250; New England, \$937; India, \$2,500.

Josephine—Manufacturers', \$7,575; Washington, \$8,000; Neptune, \$6,275; Boyleston, \$8,000.

Camilla—Manufacturers', \$5,500; Washington, \$5,750; Neptune, \$5,000; New England, \$5,500.

Marengo—Manufacturers', \$6,750; c. \$4,500; Washington, \$2,250; c. \$1,000; Neptune, c. \$5,000; New England, c. \$7,000.

Outward—Washington, \$4,000.

TOTALS.

On vessel.	On catchings.
Manufacturers'	\$39,562
Washington	42,507
Neptune	22,512
China	11,250
New England	8,437
Boyleston	27,575
India	2,500

There is also insurance at the agencies of Samuel H. Cook and Lawrence Grinnell, in this city, at the Orient, Pacific Mutual and Atlantic Mutual. Some of the Companies have also a large insurance on the catchings.

OPEN PASSAGE TO THE ARCTIC SEA.—The Swedish Commissioner in Philadelphia has received information that Professor Nordenskiöld the eminent mineralogist and explorer, a member of the jury of award at the Exhibition, and who sailed on the 29th of June for Sweden, has already accomplished the Siberian trip which he had projected for this season. He sailed from Sweden last August, and succeeded in demonstrating the correctness of his theory in regard to an open way to the Arctic sea. He reports having found no obstacles, and considers the way now quite open from Europe to China in the Northern passage and the valley of the Teusel river, by which river communications are obtained across Siberia and nearly to the frontier of China. An immense area of fertile soil was found to exist in this region, all of which is open to immediate cultivation.

The bark R. H. Purington, Capt. Crossley, from Boston, 14th inst., for London, with 21,794 bushels of corn and 2,000 bbls. of flour, sprung leak in the gale of the same day and foundered and sunk on the following day, some forty miles off Nantucket. The officers and crew landed at Siasconset.

THE BRITISH ARCTIC EXPLORING EXPEDITION has returned. The Alert and Discovery left Fort Faulke, July 9th, 1876, and after a severe struggle they reached the North side of Lady Franklin Bay, where the Discovery was left in winter quarters. The Alert pushed on and reached the limit of navigation on the shore of the Polar Sea. Ice in some places was 150 feet deep. In lat. 82° 28', the sun was invisible for 143 days, and the temperature the lowest ever registered, being 50° below zero for a fortnight and falling once to 104° below the freezing point. The frost bites were severe but not numerous. The Northernmost land reached was in lat. 83° 07'. After that there was ice. The point furthest West reached was in long. 85°. The Northernmost point of Greenland seen was in lat. 82° 07'. All the members of the expedition declare that it is impossible to get nearer the Pole than their Northern exploring party, which penetrated to within 400 miles of it.

The annual report of the trustees of the State Reform School at Westborough, shows the average number of boys to have been 347, which is 33 greater than that of the previous year. The average cost of clothing, feeding and educating, which includes all salaries paid and entire expenses of the institution, was \$293 per week, a sum less than for several years previous. This is exclusive of the amount received from cities and towns for the support of boys, or the amount paid into the treasury for labor of the boys, which, if deducted from the expenses, would show a much less sum per week. The boys have never been clothed and fed better, or have been in a "more healthy condition" than in the past year.

The proposed new railroad route from Boston to Providence runs from the foot of Summer street to Franklin, Mass., 27 miles, thence due South over the Rhode Island & Massachusetts Railroad for 131 miles, to Valley Falls on the Boston & Worcester Railroad, then over the latter road for 6 miles to Providence, passing through Pawtucket on the way, a total distance from Boston to Providence of 464 miles. This new route is now open for travel, with the exception of the Rhode Island and Massachusetts section, and which will be finished by January 1st, 1877.

A more peaceful attitude prevails on the Eastern question, and the outlook is favorable for an adjustment of existing complications without a result to war. It is reported semi-officially that the Porte has consented to a six weeks' armistice, and that if an agreement is not reached at the expiration of that time negotiations will be further continued for six weeks to two months. Belgrade advises state that General Tchernayeff has withdrawn from Djunis, thereby leaving the road to Kruehevatz open to the Turks.

Capt. Rowland Gardner, of Nantucket, a well known coast pilot, died at Rochester, N. Y., on the 21st inst., at the age of 54 years and 4 months. Capt. Gardner was for many years in command of the Light house supply vessel and buoy tender in this district, being superseded by Capt. Edwards. The past Summer he has been pilot of the United States Naval Academy practice ship Constellation. He leaves a widow, one son and two daughters.

The Cape and Island Senatorial Convention at Cohasset Narrows on the 17th inst., nominated J. B. D. Cogswell of Yarmouth, for Senator, on the 12th ballot, by 36 out of 71 votes, 34 of which were for Peter Pineo of Hyannis. N. M. Jernegan was a leading candidate down to the eighth ballot, when he withdrew from the canvass.

In Chicago, on the 26th inst., William B. Whitney filed his voluntary petition in bankruptcy, with liabilities of \$425,000, distributed over the Northwest and in New York States. E. G. Whitney of Madison, Wis., the heaviest creditor having a claim of \$105,000. The Louisville City Bank has a claim of \$20,000, and the Northern Bank of Kentucky one of \$10,000. The assets in bonds and stocks and real estate amount to \$225,000, including \$125,000 realized under an assignment to parties in Indiana.

The property of the Williamstown Manufacturing Company has been sold to A. C. Houghton of North Adams. It cost originally \$400,000, and was sold to Mr. Houghton for \$150,000.

The Ballou Manufacturing Company's establishment in Woonsocket, R. I., was sold at auction on the 25th inst., by order of assignees. It was purchased by the Social Manufacturing Company for \$363,000. The sale included No. 2 Mill, 8,576 spindles, and No. 3 Mill, 35,392 spindles, the machinery all of the newest and best descriptions, started in 1874. Tenement houses and lots were sold separately. The sale was one of the largest cotton manufacturing property ever offered under the hammer in Rhode Island.

The Continental Life Insurance Company in New York suspended operations on the 25th inst., and John A. Anderson was appointed receiver. It is thought the policy holders will suffer no loss.

Forty liquor dealers, licensed and unlicensed were brought up in court on the 18th inst., for violations of law and took sentences and appeals.

There is a great Catholic revival in Providence, R. I., under the auspices of a mission, and over 4,000 were confirmed at the Cathedral last week.

Another sale of 100,000 tons of Scranton coal in New York on the 25th inst., showed a decline in prices, as compared with former sales.

Thomas Ellis, paying teller of the New York Park Bank has disappeared, taking with him \$66,000 of the funds of the Bank.

The schooner G. F. Huntress arrived at Provincetown, Mass., on the 23d inst., having on board the mate and cook of the brig Almira, of Isleborough, Me., lost at sea on the 17th inst. They were the only survivors, the captain and one of the crew, after terrible sufferings, having died, and another of the latter jumping overboard in despair just as rescue was certain.

At Wareham the prospect for anything like steady work at the Franconia Mills during the coming Winter is not thought to be encouraging. These works are still idle. The Parker Mills mill works were unable to run more than two days last week, owing to the scarcity of water. These works would run on full time but for this drawback.

The King of Fiji showed his respect for the President of the London Mission Society by sending him seven handsome young native women as wives, and was thrown into positive indignation by the refusal of the gift.

A suit against John Chamberlain for rent of a house in New York, some \$11,000 was lost last week, as Chamberlain's defence was that the house was occupied for gambling purposes, and under the law no rent can be collected.

The Boston Transcript says on September 30th, 1876, there was a regular old-fashioned snow storm in that city, and nine instances of snow storms in October during the past 33 years.

In the Supreme Court in New York William H. Hume sued to recover \$25,000 damages on account of injuries received in consequence of the falling upon him of a wooden awning, which projected over the sidewalk, on account of its being overburdened with snow. The jury gave a verdict in favor of the plaintiff for \$18,385.

At Woonsocket, R. I., the Spring street Chapel and fixtures were sold by the Sheriff last week to pay \$200 due on the salary of a former pastor. The sum obtained was \$574.

Colt's army in Hartford, Conn., has prospect of a contract from the Prussian government for 90,000 revolvers for artillery and cavalry use, as the agent intends to give it to Springfield or Hartford parties.

The great Mormon prophet having refused to pay the alimony decreed by the Court to Eliza Ann, his eighteenth wife, his property has been seized and will be sold. The amount now due is about \$4,000.

The number of deaths at Savannah from the 2d of August to the 10th of October, was 1,143. This was a larger mortality than during the fever visitation in 1854. Small pox has now broken out among the negroes.

The Vineyard Gazette says the Martha's Vineyard Railroad has been attacked by Laban Pratt of Boston, to secure a debt of \$10,000, with interest. The amount sued for is \$15,000. If a settlement of the claim is not made the road will be forced into bankruptcy, in which case it may sell for enough to pay its indebtedness. The stockholders would probably receive nothing.

Vineyard and Cape boats have scooped up some 180 tons of coal from the wrecked schooner William Capes.

NOTICE TO VOTERS.

NOTICE is hereby given that the Lists of Voters for the several Wards of the City of New Bedford are completed. Copies may be seen at the following named places:

WARD ONE.—At the store of George B. Macomber, 305 Purchase street.

WARD TWO.—At the store of William H. Chappell, 219 Purchase street.

WARD THREE.—At the store of Charles A. Bonnell, 111 Purchase street.

WARD FOUR.—At the Union Store on North Sixth street, near Union street.

WARD FIVE.—At the store of the Acushnet Cooperative Association, corner of Third and Russell streets.

WARD SIX.—At the store of Albert G. Stanton & Co., corner of Third and Grinnell streets.

The voters of the City are requested to see that their names are properly registered, and the following persons are particularly called on to see if their names are correctly inserted.

Persons who have paid a tax assessed upon them in the State within two years, and who have been residents in the City since the first of May.

Naturalized citizens, and persons who have reached their majority since the first of May last.

Those persons who have not paid a tax assessed upon them within two years, cannot vote.

No voter can have his name changed from the Ward in which he was assessed, unless he has paid the tax assessed on him before the first day of September with the Mayor and Aldermen.

No person's name can be added to the check lists after 9 o'clock P. M. SATURDAY, the 4th day of November next, when time of registration will cease, unless his qualifications as a voter shall have been determined upon by the Mayor and Aldermen, at a meeting held on Wednesday afternoon at 2 o'clock.

The Mayor and Aldermen will be in session at the City Clerk's office on FRIDAY, the 3d of November, from 9 A. M. to 1 P. M., and from 2 P. M. to 5 P. M., and on SATURDAY, the 4th of November, from 9 A. M. to 1 P. M., and from 2 P. M. to 5 P. M., for the purpose of inserting the names of voters which through accident or mistake, have been omitted.

All persons who wish to have their names corrected or inserted, must bring their tax bills with them.

By order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.

NOTICE--WARD ONE.

CITY OF NEW BEDFORD, SS.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number One, in said city, qualified as the law directs, to assemble at the building on the North-west corner of Purchase and Franklin streets, in said Ward, on TUESDAY, the Seventh day of November next, (it being the Tuesday after the first Monday in said November), at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for thirteen Electors of President and Vice-President of the United States to wit: two Electors at Large, and one for each Congressional District of this Commonwealth; also for a Governor, Lieutenant-Governor, Secretary, Treasurer and Receiver-General, Auditor, Attorney-General, all for the Commonwealth of Massachusetts, for a Councilor for the First Council District; for two Representatives in the next General Court from District number One, comprising Wards One, Two and Three of the city; for a Representative in Congress from District number One, comprising Wards One, Two and Three of the city; for a Clerk of the Courts, County Commissioner, and a Register of Deeds for the County of Bristol, all for the County of Bristol, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Hereof fail not, and have you then and there this Warrant, with your doings thereon.
Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Thirtieth day of October, in the year one thousand eight hundred and seventy-six.
Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
PATRICK CANNAN, Constable.

NOTICE--WARD TWO.

CITY OF NEW BEDFORD, SS.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Two, in said city, qualified as the law directs, to assemble at the Station House on Willis street, in said Ward, on TUESDAY, the Seventh day of November next, (it being the Tuesday after the first Monday in said November), at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for thirteen Electors of President and Vice-President of the United States to wit: two Electors at Large, and one for each Congressional District of this Commonwealth; also for a Governor, Lieutenant-Governor, Secretary, Treasurer and Receiver-General, Auditor, Attorney-General, all for the Commonwealth of Massachusetts, for a Councilor for the First Council District; for two Representatives in the next General Court from District number Five, comprising Wards One, Two and Three of the city; for a Representative in Congress from District number Five, comprising Wards One, Two and Three of the city; for a Clerk of the Courts, County Commissioner, and a Register of Deeds for the County of Bristol, all for the County of Bristol, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Hereof fail not, and have you then and there this Warrant with your doings thereon.
Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Thirtieth day of October, in the year one thousand eight hundred and seventy-six.
Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
EDWARD W. WAITE, Constable.

NOTICE--WARD THREE.

CITY OF NEW BEDFORD, SS.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Three, in said city, qualified as the law directs, to assemble at the Purchase street, in said Ward, on TUESDAY, the Seventh day of November next, (it being the Tuesday after the first Monday in said November), at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for thirteen Electors of President and Vice-President of the United States to wit: two Electors at Large, and one for each Congressional District of this Commonwealth; also for a Governor, Lieutenant-Governor, Secretary, Treasurer and Receiver-General, Auditor, Attorney-General, all for the Commonwealth of Massachusetts, for a Councilor for the First Council District; for two Representatives in the next General Court from District number Six, comprising Wards Four, Five and Six of the city; for a Representative in Congress from District number One, comprising Wards Four, Five and Six of the city; for a Clerk of the Courts, County Commissioner, and a Register of Deeds for the County of Bristol, all for the County of Bristol, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Hereof fail not, and have you then and there this Warrant with your doings thereon.
Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Thirtieth day of October, in the year one thousand eight hundred and seventy-six.
Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
EDWARD W. WAITE, Constable.

NOTICE--WARD FOUR.

CITY OF NEW BEDFORD, SS.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Four, in said city, qualified as the law directs, to assemble at the City Hall, in said Ward, on TUESDAY, the Seventh day of November next, (it being the Tuesday after the first Monday in said November), at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for thirteen Electors of President and Vice-President of the United States to wit: two Electors at Large, and one for each Congressional District of this Commonwealth; also for a Governor, Lieutenant-Governor, Secretary, Treasurer and Receiver-General, Auditor, Attorney-General, all for the Commonwealth of Massachusetts, for a Councilor for the First Council District; for two Representatives in the next General Court from District number Six, comprising Wards Four, Five and Six of the city; for a Representative in Congress from District number One, comprising Wards Four, Five and Six of the city; for a Clerk of the Courts, County Commissioner, and a Register of Deeds for the County of Bristol, all for the County of Bristol, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Hereof fail not, and have you then and there this Warrant with your doings thereon.
Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Thirtieth day of October, in the year one thousand eight hundred and seventy-six.
Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
LUTHER M. DAYTON, Constable.

NOTICE--WARD FIVE.

CITY OF NEW BEDFORD, SS.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Five, in said city, qualified as the law directs, to assemble at the City Hall, in said Ward, on TUESDAY, the Seventh day of November next, (it being the Tuesday after the first Monday in said November), at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for thirteen Electors of President and Vice-President of the United States to wit: two Electors at Large, and one for each Congressional District of this Commonwealth; also for a Governor, Lieutenant-Governor, Secretary, Treasurer and Receiver-General, Auditor, Attorney-General, all for the Commonwealth of Massachusetts, for a Councilor for the First Council District; for two Representatives in the next General Court from District number Six, comprising Wards Four, Five and Six of the city; for a Representative in Congress from District number One, comprising Wards Four, Five and Six of the city; for a Clerk of the Courts, County Commissioner, and a Register of Deeds for the County of Bristol, all for the County of Bristol, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Hereof fail not, and have you then and there this Warrant with your doings thereon.
Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Thirtieth day of October, in the year one thousand eight hundred and seventy-six.
Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
HENRY W. BUMPUS, Constable.

NOTICE--WARD SIX.

CITY OF NEW BEDFORD, SS.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Six, in said city, qualified as the law directs, to assemble at the City Hall, in said Ward, on TUESDAY, the Seventh day of November next, (it being the Tuesday after the first Monday in said November), at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for thirteen Electors of President and Vice-President of the United States to wit: two Electors at Large, and one for each Congressional District of this Commonwealth; also for a Governor, Lieutenant-Governor, Secretary, Treasurer and Receiver-General, Auditor, Attorney-General, all for the Commonwealth of Massachusetts, for a Councilor for the First Council District; for two Representatives in the next General Court from District number Six, comprising Wards Four, Five and Six of the city; for a Representative in Congress from District number One, comprising Wards Four, Five and Six of the city; for a Clerk of the Courts, County Commissioner, and a Register of Deeds for the County of Bristol, all for the County of Bristol, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in

Whalemen's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING NOVEMBER 7, 1876

NO 38.

The Whalemen's Shipping List, AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY E. P. RAYMOND,

at South Second St., New Bedford, Mass.

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copies 5 cents.

No paper will be discontinued until

all arrears are paid, except at the option

of the publisher.

Advertisements inserted at 50 cents

per square for the first insertion, and 25

cents per square for each subsequent inser-

tion. Ten lines or less constitutes a square.

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JOHN GODDARD & CO., 31 Racechurch

street, London, England. E. C.

A. W. FISKE & CO., Honolulu, Sand-

wich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of

arrival, and the amount of Oil and Whal-

bone brought by each vessel.

Bls. Bls. bone.

JANUARY.

By Railroad, N. B., 101, 00,403

1 Jos. Nickerson, N. Y., 101, 4,500

11 Nile, N. L., 386, 1,500

20 do, freight, 372, 1,500

25 Colon, N. Y., 81, 1,500

25 Gen., 182, 72,403

FEBRUARY.

3 Humber, Boston, 70, 1,500

14 Azor, 1,185, 1,500

21 City of Dallas, N. Y., 151, 1,500

27 Young America, 2,945, 1,500

27 Colon, 69, 1,500

MARCH.

30 Bart. Gosnold, N. B., 817, 3,353

31 A. Blake, Marion, 82, 20

APRIL.

1 Syren, N. B., 87, 5,134

1 L. P. Simmons, N. L., 393, 43

2 Flying Fish, 1,093, 1,500

7 Azor, N. B., 1,569, 14,000

15 Helen Mar N. B., 1,425, 1,500

15 do, freight, 95, 294

15 Ceylon, 3,645, 5,250

15 Marmalade, 1,433, 1,500

15 Azor, N. Y., 1,162, 1,500

15 Alfred Keen, Bst'n, 1,162, 1,500

15 Desdemona, N. B., 458, 805

15 do, freight, 24, 1,500

15 G. City, Ferdinandina, 40, 1,500

MAY.

1 Arnold, N. B., 606, 114

1 do, freight, 393, 43

2 Marcella, N. B., 1,093, 1,500

2 Sarah, 600, 234

11 C. H. Pigeon, 210, 510

15 Fleetwing, 30, 1,425

15 Roman, N. B., 1,425, 300

15 do, freight, 95, 294

15 Carondelet, N. Y., 68, 8

15 Stafford, N. B., 373, 241

JUNE.

5 Gov. Morton, N. Y., 253, 955

6 R. W. Wood, N. B., 1,632, 568

6 Triton, 32, 1,219

6 Azor, N. B., 1,424, 1,500

14 President, N. B., 58, 1

14 Andes, N. Y., 172, 1,500

14 Merilin, N. B., 16, 1,500

21 Crescent City, N. Y., 660, 1,500

26 Alps, 3,954, 3,228

JULY.

1 Elvie Allen, N. B., 2,188, 78

1 Macapost, 1,187, 177

3 Wm & Anthony, N. B., 146, 5

3 Colon, N. Y., 580, 28

3 Azor, Boston, 580, 28

3 Acapulco, N. Y., 1,120, 30

30 do, freight, 774, 272

30 E. H. Phillips, 401, 1

30 Ellen Rizzab, 110, 220

AUGUST.

3 Agate, N. B., 107, 216

2 Anizade, N. B., 88, 1,500

14 Colon, N. Y., 87, 1,500

14 E. H. Adams, N. B., 309, 1,500

14 California, 1,703, 23

30 do, freight, 480, 30

30 W. A. Grazier, Prvt'n, 30, 30

30 Azor, Boston, 1,120, 30

30 N. J. Knight, Prvt'n, 160, 125

30 Mary Frazier, N. B., 108, 291

30 do, freight, 766, 152

30 Canina, N. Y., 190, 160

30 E. H. Hatfield, Prvt'n, 150, 1,500

30 Acapulco, N. Y., 587, 1,500

SEPTEMBER.

4 G. M. Parker, N. B., 106, 194

4 Louise A., 250, 5

12 Rising Sun, 38, 210

14 A. Hicks, 675, 1,500

14 Wm. Wilson, 97, 1,500

14 Rosa Baker, 350, 1,500

14 Azor, Boston, 1,120, 30

15 Arizona, Prvt'n, 80, 30

15 M. E. Simmons, 150, 200

15 L. E. Cook, 75, 200

15 Edward Lee, 110, 160

15 Petrel, N. B., 110, 1,500

15 Black Hawk, N. Y., 550, 1,500

15 Cuhannet, F. H., 75, 1,500

15 Antares, Prvt'n, 80, 1,500

15 S. B. Lewis, Boston, 135, 1,500

15 Crescent City, N. Y., 157, 1,500

15 Quikstep, N. B., 76, 11

15 Com. Morris, 872, 1,500

15 do, freight, 24, 1,500

15 Canina, N. Y., 190, 1,500

15 Golden City, N. B., 270, 1,500

OCTOBER.

2 Wm. Martin, N. B., 225, 1,500

5 Louise A., 250, 5

5 Wave, 376, 1

8 A. Blake, Marion, 82, 20

15 Colon, N. Y., 280, 1,500

22 Selma, N. B., 450, 25

24 Milton, 1,800, 200

24 A. Rucker, N. B., 400, 1,500

24 Ospray, 220, 1,500

LIST OF WHALERS IN PORT.

NEW BEDFORD

Ship California, Brightman, Pacific.

Daniel Webster.

Milton.

Bark R. Tucker, Baker, Atlantic, Nov. 1

Catalpa.

Commodore Morris.

E. Corning.

Janet.

Merlin, Sturgis, Indian Ocean, Oct.

Ospray.

Pacific.

Progress, North Pacific, Nov.

Selma, Clay, Atlantic, November.

Thomas Pope.

Wave, Hammond, Atlantic, Nov. 15.

Schr. Amelia, Bralley, Atlantic, November.

Golden City.

Pedro Varela.

Petrel.

Union.

FAIRBANKS.

Schr. Ellen Rodman, Avery, Atlantic, Nov.

THE New-York Times.

A Political, Literary, and General
Newspaper.DEVOTED TO REFORM IN
MUNICIPAL, STATE, AND GENERAL
GOVERNMENT.

ESTABLISHED 1851.

In 1876 the New York Times will complete its twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, the Times has always borne a very high reputation throughout the United States. It is free from all obnoxious advertisements and reports, and under no circumstances whatever are "personal" announcements, or questions of etiquette, allowed to appear in its columns. The disgraceful lures of quacks and medical pretenders, which pollute so many newspapers of the day, are not admitted into the columns of the Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous journals, and has opposed those attacks on the family as the basis of society which arose frequently made, and which have led to so much misery and crime.

As a political journal, the Times will be devoted to the support of the Republican Party, and reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of official action. Its attitude is that of independence within the Republican Party, for in that way can the interests of the people be most efficiently served. Party government is essential to a constitutional country, and when journals profess to have "no party," it is because they have no principles. The Times is faithful to the convictions and aims upon which the Republican party is based, but it is not the mouthpiece of a clique. It was not originally established as an "organ," nor has it ever asked for or received any "favors" whatever from the party with which it has been identified. It is a journal which will not be swayed by the passions of the moment, or by the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. It is a journal which will not be swayed by the passions of the moment, or by the past, often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles.

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THE DAILY TIMES, per annum, exclusive of the Sunday Edition, \$10

THE SUNDAY EDITION, per annum, 30

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Address THE NEW-YORK TIMES,

New-York City.

To-Morrow.

This world with all its power and pride,
Is but a vale of sorrow,
To-day, perhaps, in pomp we ride
Above ambition's seething tide,
Who knows aught of to-morrow?

A day can call forth many things,
And all does from the future borrow,
To-day may show the power of kings,
But who will show the feeble wings,
Or say what comes to-morrow?

To-day the victor flaunts the wreath
And dooms the earth too narrow,
Disease, perhaps, may stop the breath,
No hand can stay old time, and death,
Perhaps, will come to-morrow.

To-day is then the given day,
For death's unerring arrow
May turn the proudest into clay,
And who could for salvation pray,
If death should come to-morrow?

Then leave the worldly thoughts awhile,
'Tis better to possess than borrow,
To-day may give us from all guile,
And Heaven's reconciling smile
May give us joy to-morrow.

The Quaker Detective.

We were five passengers in all; two ladies on the back seat, a middle-aged gentleman, a Quaker and myself on the front. The two ladies might have been mother and daughter, aunt and niece, governess and charge, or might have sustained any other relationship which makes it proper for two ladies to travel together unattended.

The middle-aged gentleman was sprightly and talkative, and soon struck up an acquaintance with the two ladies, toward whom, in his zeal to do the agreeable, he rather overdid it—bowing, smiling, and chattering in a most attentive manner. He was evidently a gay Lothario. The Quaker wore the usual garb of his sect, and confined his speech, as many an M. P. would save his credit by doing, to simple "yeas" and "nays." As for myself, I make it an invariable rule of the road to be merely a look-on and listener.

Toward evening I was aroused from one of those reveries into which a young man, without either being a poet or a lover, will sometimes fall, by the abrupt query from the talkative gentleman:

"Are you armed, sir?"

"I am not," I replied, astonished,

no doubt, visibly, at the question.

"I am sorry to hear it," he said, "for

before reaching our stopping-place it

will be nearly midnight, and we must

pass over a portion of the road on

which more than one robbery is reported to have been committed."

The ladies turned pale, but the

stranger did his best to reassure them.

"Not that I think there is the slightest

danger at present," he resumed;

"only when one is responsible for the

safety of ladies, you know, such a

thing as a pistol in one's possession

would materially add to one's confidence.

Your principles, my friend,"

he said, addressing the Quaker, "I

presume, are as much opposed to carrying

as to using deadly weapons."

"Yea," was the response.

"Have the villains murdered any of

their victims?" inquired the elder lady,

nervously.

"Or have they contented themselves

with—plundering them?" added the

younger, in a timorous voice.

"Decidedly the latter," the amiable

gentleman hastened to give assurance;

"and as we are none of us prepared to

offer resistance in case of attack, nothing

worse than robbery can befall us."

Then, after blaming his thoughtlessness

in having unnecessarily introduced

a disagreeable subject, the gentleman

quite excelled himself in his efforts

to raise the spirits of the company,

and succeeded so well by the time

night set in, that all had quite

forgotten their fears, or only remembered

them to laugh at them.

Our genial companion fairly talked

himself hoarse. Perceiving which, he

took from his pocket a package of

newly-invented "cough candy," and

after passing it first to the ladies, he

helped himself to the remainder, and

tossed the paper out of the window.

He was in the midst of high encomiums

on the new nostrum, more than

NOVEMBER 7, 1876.

NAME	DATE OF SAILING	WHERE BOUND.	LATEST REPORT.	ARR.	DEPT.	WAT.	SP.	WT.
NEW BEDFORD.								
Abner Barker, bark.	129	Joseph & William R Wing.	In port.					
Abner Barker, bark.	130	Joseph & William R Wing.	October, 26, 76					
Abner Barker, bark.	131	Jonathan Bourne	May, 4, 76					
Abner Barker, bark.	132	William Lewis	April, 20, 76					
Abner Barker, bark.	133	Joseph & William R Wing.	August, 27, 76					
Abner Barker, bark.	134	Jonathan Bourne	August, 27, 76					
Abner Barker, bark.	135	John P. Knowles, 2d.	May, 23, 76					
Abner Barker, bark.	136	Jonathan Bourne	June, 1, 76					
Abner Barker, bark.	137	Louisa Snow, Jr.	In port.					
Abner Barker, bark.	138	Joseph & William R Wing.	July, 5, 76					
Abner Barker, bark.	139	John P. Knowles, 2d.	July, 16, 76					
Abner Barker, bark.	140	Charles R Tucker & Co.	May, 23, 76					
Abner Barker, bark.	141	Gordon & Cummings	September, 18, 76					
Abner Barker, bark.	142	Taber, Gordon & Co.	October, 30, 76					
Abner Barker, bark.	143	Swift & Allen	December, 6, 76					
Abner Barker, bark.	144	Charles R Tucker & Co.	In port.					
Abner Barker, bark.	145	Charles R Tucker & Co.	December, 8, 76					
Abner Barker, bark.	146	John P. Knowles, 2d.	In port.					
Abner Barker, bark.	147	Joseph & William R Wing.	September, 5, 76					
Abner Barker, bark.	148	Swift & Allen	May, 23, 76					
Abner Barker, bark.	149	Swift & Perry	In port.					
Abner Barker, bark.	150	Swift & Perry	August, 4, 76					
Abner Barker, bark.	151	Taber, Gordon & Co.	December, 4, 76					
ROCKLAND.								
Daniel Webster, bark.	152	William O Brewell	In port.					
Daniel Webster, bark.	153	George & Matthew Howland.	July, 20, 76					
Daniel Webster, bark.	154	Jonathan Bourne	July, 1, 76					
Daniel Webster, bark.	155	John P. Knowles, 2d.	November, 1, 76					
Daniel Webster, bark.	156	Jonathan Bourne	May, 23, 76					
Daniel Webster, bark.	157	Taber, Gordon & Co.	September, 5, 76					
Daniel Webster, bark.	158	William Watkins	June, 1, 76					
Daniel Webster, bark.	159	Swift & Allen	October, 30, 76					
Daniel Webster, bark.	160	Swift & Perry	September, 5, 76					
Daniel Webster, bark.	161	Thomas Knowles & Co.	October, 26, 76					
Daniel Webster, bark.	162	William Lewis	August, 23, 76					
Daniel Webster, bark.	163	Swift & Allen	June, 23, 76					
Daniel Webster, bark.	164	Robbitt	July, 5, 76					
Daniel Webster, bark.	165	Jonathan Bourne	May, 23, 76					
Daniel Webster, bark.	166	George & Matthew Howland.	September, 17, 76					
Daniel Webster, bark.	167	Henry Clay	In port.					
Daniel Webster, bark.	168	Abbot P Smith	November, 30, 76					
Daniel Webster, bark.	169	George & Matthew Howland.	September, 5, 76					
Daniel Webster, bark.	170	Swift & Allen	July, 5, 76					
Daniel Webster, bark.	171	Swift & Perry	October, 10, 76					
Daniel Webster, bark.	172	John P. Knowles, 2d.	November, 24, 76					
Daniel Webster, bark.	173	Jonathan Bourne	September, 20, 76					
NEW BEDFORD.								
James Allen, bark.	174	Gideon Allen & Son.	January, 3, 76					
James Allen, bark.	175	Taber, Gordon & Co.	June, 3, 76					
James Allen, bark.	176	William Lewis	In port.					
James Allen, bark.	177	Swift & Perry	July, 20, 76					
James Allen, bark.	178	John P. Knowles, 2d.	October, 30, 76					
James Allen, bark.	179	Jonathan Bourne	September, 27, 76					
James Allen, bark.	180	Thomas Knowles & Co.	June, 1, 76					
James Allen, bark.	181	Joseph & William R Wing.	November, 23, 76					
James Allen, bark.	182	John P. Knowles, 2d.	May, 23, 76					
James Allen, bark.	183	Slueman & West	July, 19, 76					
James Allen, bark.	184	John P. Knowles, 2d.	August, 24, 76					
James Allen, bark.	185	Joseph & William R Wing.	July, 19, 76					
James Allen, bark.	186	Joseph & William R Wing.	October, 11, 76					
James Allen, bark.	187	William Lewis	May, 30, 76					
James Allen, bark.	188	Jonathan Bourne	July, 21, 76					
James Allen, bark.	189	William Lewis	June, 15, 76					
NEW BEDFORD.								
James Allen, bark.	190	Jonathan Bourne	July, 21, 76					
James Allen, bark.	191	William Lewis	June, 15, 76					
James Allen, bark.	192	Jonathan Bourne	July, 21, 76					
James Allen, bark.	193	William Lewis	June, 15, 76					
James Allen, bark.	194	Jonathan Bourne	July, 21, 76					
James Allen, bark.	195	William Lewis	June, 15, 76					
James Allen, bark.	196	Jonathan Bourne	July, 21, 76					
James Allen, bark.	197	William Lewis	June, 15, 76					
James Allen, bark.	198	Jonathan Bourne	July, 21, 76					
James Allen, bark.	199	William Lewis	June, 15, 76					
James Allen, bark.	200	Jonathan Bourne	July, 21, 76					
NEW BEDFORD.								
James Allen, bark.	201	William Lewis	June, 15, 76					
James Allen, bark.	202	Jonathan Bourne	July, 21, 76					
James Allen, bark.	203	William Lewis	June, 15, 76					
James Allen, bark.	204	Jonathan Bourne	July, 21, 76					
James Allen, bark.	205	William Lewis	June, 15, 76					
James Allen, bark.	206	Jonathan Bourne	July, 21, 76					
James Allen, bark.	207	William Lewis	June, 15, 76					
James Allen, bark.	208	Jonathan Bourne	July, 21, 76					
James Allen, bark.	209	William Lewis	June, 15, 76					
James Allen, bark.	210	Jonathan Bourne	July, 21, 76					
NEW BEDFORD.								
James Allen, bark.	211	William Lewis	June, 15, 76					
James Allen, bark.	212	Jonathan Bourne	July, 21, 76					
James Allen, bark.	213	William Lewis	June, 15, 76					
James Allen, bark.	214	Jonathan Bourne	July, 21, 76					
James Allen, bark.	215	William Lewis	June, 15, 76					
James Allen, bark.	216	Jonathan Bourne	July, 21, 76					
James Allen, bark.	217	William Lewis	June, 15, 76					
James Allen, bark.	218	Jonathan Bourne	July, 21, 76					
James Allen, bark.	219	William Lewis	June, 15, 76					
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NOW READY!

THE LATEST
FALL AND WINTER STYLES
OF CLOTHING, AT
CHARLES FISHER'S



CONSISTING OF
Overcoats for Men,
Overcoats for Boys,
Overcoats for Children,
Reefers for Men,
Reefers for Boys,
Dress Suits for Men,
Business Suits for Men,
Dress Suits for Boys,
School Suits for Boys,
Childrens Dress and Play
Suits,
AND A LARGE ASSORTMENT OF
CHEAP CLOTHING
For Men and Boys to Select From.

-A T-

Charles Fisher's,
64 PURCHASE STREET,
New Bedford, Mass.
OPPOSITE CITY CLOCK.

OFFICE OF THE

Atlantic Mutual INSURANCE COMPANY.

New York, January 24th, 1876.
The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs for the 31st December, 1875:

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875.....	\$5,840,021.88
Premiums on Policies not marked off 1st January, 1875.	2,455,372.87
Total amount of Marine Premiums.....	\$8,295,394.75
Policies have been issued upon Life Risks; not apart disconnected with Marine Risks.....	\$6,123,154.65
Losses paid during same period.....	4,713,058.08
Returns of Premiums and Expenses.....	1,217,427.21
The Company has the following ASSETS, viz.:—	
United States and State of New York Stock, City, Bank and other Stocks.....	\$10,314,946.00
Loans secured by Stocks, and otherwise.....	2,514,200.00
Real Estate and Bonds and Mortgages.....	237,000.00
Interest, and sundry notes and claims due the Company, estimated at.....	454,037.22
Premium Notes and Bills Receivable.....	2,076,369.00
Cash in Bank.....	365,402.41
Total amount of assets.....	\$16,019,946.62

Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next.

The outstanding certificate of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next; from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were insured for gold premiums, the payment of interest and redemption will be in gold.

A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next;

By order of the Board,
J. H. CHAPMAN Secretary

TRUSTEES:
John D. Jones, William H. Webb,
Charles Dennis, Gordon V. Burnham,
W. H. H. Moore, Frederick Gimney,
Henry Cott, Charles P. Burdett,
Lewis Curtis, Francis Skiddy,
Robert B. Minurn,
Thomas H. Russell, Robert L. Stuart,
James J. DeForest,
Alexander V. Blake,
Charles D. Leverich,
Charles H. Marshall,
Adolph Lemoyne,
George W. Lane,
Adam E. Sackett,
Thomas F. Youngs,
Horace Gray,
Winthrop G. Ray,
Samuel Hutchinson

JOHN D. JONES President.
CHARLES DENNIS, Vice-President.
W. H. H. MOORE, 2d Vice-President.

feb178

CHARLES T. BONNEY,
ATTORNEY AND COUNSELLOR AT LAW
AND
PROCTOR IN ADMIRALTY.
No. 42 North Water Street,
NEW BEDFORD.

Whaling voyages and maritime claims settled with dispatch.
may276

WANTED. We will give energetic men and women
Business that will Pay
from \$4 to \$8 per day, can be pursued in our own neighborhood, and is strictly honorable. Particulars free, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address
J. M. AYER & CO.,
154 Washington St., Boston, Mass.
P. O. Box 2, 154, sep24-3m

THE WELLS TEA COMPANY

Importers of
Pure China and Japan Teas,
201 Fulton Street,
P. O. Box 4,560. NEW YORK.

THE WELLS TEA COMPANY

Supply Teas to Storekeepers, in original packages, at lowest import prices, as per sample sent on application.

THE WELLS TEA COMPANY

Supply Teas to Peddlers in half pound and one pound bags, plain or printed, at a more liberal discount than is given elsewhere.

THE WELLS TEA COMPANY

Supply Teas for Club Orders, and allow larger commissions to usual, and in all cases guarantee the quality of our goods. Forms sent when required.
Send for circular and please say under which of the foregoing heads you desire particulars, so that we may send you all the information necessary without further trouble.

THE WELLS TEA COMPANY

Is one of the largest and most reliable houses in the trade; all parties requiring Tea in quantities will do well to send their orders direct.
sep2676 7c

J. E. BLAKE & CO.,

Druggists and Apothecaries

With care and attention to business and fair dealing secured by a long business experience, we hope to merit and receive a fair share of public confidence and patronage.
Ourselves which we intend shall be the largest and most complete in this section, comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their prescriptions prepared only by competent and careful persons.
And in all things it shall be our constant aim to gain the confidence and esteem of our patrons.
MR. ISRAEL H. SHURTLEFF remains with us, and will be pleased to see all his old friends and hosts of new ones at the old stand.

J. E. BLAKE & CO.,

54 North Second Street, cor. Middle

THE TAUNTON COPPER CO.

OFFER FOR SALE
Yellow Metal and Copper Sheathing.
BOLTS, SPIKES, NAILS, &c.,
Old Metals taken in exchange for new
John P. Knowles, 2d, Agent.
Corner Commercial and Front Sts.
NEW BEDFORD, MASS.
apr2-72

PHINEAS WHITE, JR.,

FURNISHES THE—
PENDULUM PUMP.
THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.
Mr. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of Plumbing on the most reasonable terms. Call at No. 21 Williams street.
jes75 1y

I. H. BARTLETT & SONS,

(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles, &c.
ON COMMISSION.
NEW BEDFORD, MASS.
IVORY H. BARTLETT, JR.,
GEORGE F. BARTLETT.

WHALING GUNS.

The subscriber flatters himself that his BOMB LANCE for killing whales, has the reputation as thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors he hopes to merit a continuance of the same.
The Lancets are for sale by the following Agents, and at the manufacturing factory:
J. A. BRAND,
Norwich, Ct., Feb. 29th, 1876.

AGENTS:
Edward P. Haskell, New Bedford, Mass., Union Wharf Co., Provincetown, Mass., Herman Smith, 21 Fulton street, Boston, Crocker, Wood & Co., New York City, Williams & Barnes, New London, Ct., J. Merrill & Co., San Francisco, Cal., A. W. Pierce & Co., Honolulu, H. I., F. A. PARKER, Russell Bay of Islands New Zealand, Jan 29th, 1876.

CORDAGE.

THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish at short notice
GANGS OF RIGGING,
of all sizes, and of the best manufacture.
MANILLA AND HEMP WHALE LINE, made from pure Manilla and Russia Linen.
All orders sent to L. L. MARR, Treasurer, Hatch's wharf, New Bedford, Mass., will be promptly attended to.

H. A. POLHAMUS H. A. POLHAMUS, JR.

H. A. POLHAMUS & SON,

SUCCESSORS TO
LYLES & POLHAMUS.
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, &c.,
OFFICE, 140 FRONT STREET,
NEW YORK.
may772 ESTABLISHED 1841.

CHARLES R. SHERMAN,

DEALER IN
NAUTICAL, MATHEMATICAL, and OPTICAL INSTRUMENTS.
Charts, Nautical Books, Patent Logs, Stationery, &c.,
No. 49 North Water Street,
NEW BEDFORD.

SIXTENTH QUADRANTS, BY GUYSSON COMPANIES, &c., republished in a well-manufactured manner, and at reasonable terms.
All orders thankfully received and promptly executed.

The Whalemens' Shipping List.

NEW BEDFORD:
TUESDAY MORNING, NOV. 7, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending November 6, 1876.

	Bls.	Sp.	Wh.	Bone.
New Bedford.	1,300	500	1,300	
Bark Janet.	1,300	500	1,300	
" Kate Williams.	1,300	500	1,300	
" Pacific.	1,300	500	1,300	
do. on freight.	1,300	500	1,300	
New York.	1,300	500	1,300	
Steamer Acadia.	1,300	500	1,300	
By Railroad.	1,300	500	1,300	
Bark Florence.	1,300	500	1,300	
Total.	1,300	500	1,300	
Previously.	1,300	500	1,300	
From Jan. 1, to date.	1,300	500	1,300	
Same time last year.	1,300	500	1,300	

NEW BEDFORD OIL MARKET.

For the week ending November 6.

Sperm.—Has been in better request, with sales of 150 bls. in parcels for manufacture, at \$1.15 per gallon.

Whale.—Continues quiet, the only sale being 170 bls. Northern, for manufacture, on private terms, but reported at about 70 cents per gallon.

FOREIGN OIL MARKET.—The circular of Messrs. Brown, Green & Co., dated London, October 18th, says:—Crude sperm oil continues to be inquired for, and the price has advanced to \$2.45. No change in Whale Oil; a few tons of rather inferior quality have been sold at \$2.00 per ton.

Whalebone.—We are still without any news of the Davis' Straits Whalers. Quotations unchanged.

IMPORTATIONS.

Per bark Kate Williams, at this port, 6th inst., from Fayal:—377 bls. sperm oil from bark Mermaid, to Andrew Hicks, Westport; 135 do. do. from bark Swallow, to Swift & Perry, New Bedford; 251 do. do. from bark Spartan, to Charles H. Gifford, do.; 18 do. do. from bark Desdemona, to George & Matthew Howland, do.; 61 do. do. from bark Mattapoisett, to Abbott P. Smith, do.; 29 do. do. from bark Ohio, to Loun Snow, do.; 38 do. do. from schooner Charles Thompson, to S. S. Swift, Provincetown; 131 do. do. from brig F. Moore, to Frederick Davis, Boston. Total, 1,099 bls. sperm oil.

Per bark Pacific, at this port, 5th inst.:—49 bls. sperm oil from bark James, to Swift & Perry, New Bedford.

Per schooner Acadia, at New York, 27th ult., from Panama:—479 bls. humpback oil from bark Vigilant, to William Watkins, New Bedford; 623 do. do. from bark Oak, to S. S. Swift, do.; 233 do. do. to Hobson, Rutland & Co., New York.

LETTERS.

A letter from Capt. Ears, of bark Fern, of this port, reports her at St. Michaels, October 5th, having shipped 235 bls. sperm oil by bark Modesta, which was to leave that day.

NEW WHALERS.—We are glad to learn that Messrs. Swift & Perry contemplate placing two new whalers of 350 tons each in the fleet from this port, the building of one of which will be commenced immediately by Samuel Damsen at Rodman's Wharf, and of the other at the same place after the launching of the first. The depression that has for some time prevailed in this department of New Bedford enterprise, notwithstanding the severe loss that it has encountered, again indicates a reaction to renewed activity.

Bark Progress, which has been in port since May 16th, 1875, has been purchased by Messrs. L. H. Bartlett & Sons, and is being fitted for a whaling voyage to the North Pacific, to sail in about a week.

Schooner Amelia, 115 tons, has been purchased by Capt. Brady, late of schooner William Wilson, of Marion, who will fit her for whaling from this port, to be commanded by himself.

THE ARCTIC FLEET OF 1876.

The following is a list of the Arctic whaling fleet of 1876, with their catch and date of latest report:

	Date.	Sp.	Wh.	Bone.
*Acors Barre.	Sept. 5.	500	1,300	
*Aretic.	July 7.	500	1,300	
*Camilla.	Sept. 5.	100	300	5,000
*Clara Bell.	Sept. 17.	1,000	1,300	
*Cor. Howland.	Sept. 5.	1,400	1,300	
*Desmond.	Sept. 5.	800	1,300	
*Florence.	Oct. 22.	700	1,300	
*James Allen.	Sept. 5.	1,000	1,300	
*Java.	Sept. 5.	800	1,300	
*Java, 2d.	Sept. 5.	1,400	1,300	
*Josephine.	Sept. 5.	1,400	1,300	
*Margaret.	Sept. 5.	1,200	1,300	
*P. W. Watson.	Sept. 5.	1,000	1,300	
*Norman.	July 27.	500	1,300	
*Northern Light.	Sept. 5.	1,400	1,300	
*Onward.	Sept. 5.	1,400	1,300	
*Rennell.	Sept. 5.	1,400	1,300	
*Rainbow.	Sept. 17.	700	1,300	
*St. George.	Sept. 5.	1,400	1,300	
*Three Brothers.	Sept. 27.	1,300	1,300	

*Abandoned.

†Lost.

‡Arrived at San Francisco.

§Reported about May 1st, on Kodiak, clean.

THE COTTAGE HEARTS.

The November number of this interesting magazine is received. The large number of well known writers for this magazine makes it one of the best publications of its kind issued. It is published by D. L. Milliken, 101 Milk street, Boston, at the low price of \$1.00 per year.

The imports into the United States for the month of September, 1876, amounted to \$31,906,860 against \$37,813,302 in 1875, and the imports for nine months of 1876 were \$330,366,839 against \$338,125,821 same time in 1875. The value of the domestic imports in September, 1876, was \$48,222,402 against \$33,818,161 in September 1875. The exports from the 1st of January to the 30th of September, 1876, amounted to \$444,506,425 against \$302,433,344 same time in 1875. These figures show a decrease of \$67,736,902 in imports and an increase of \$51,574,081 in exports during the first nine months of the year. The following shows the value of the imports and exports at Boston: Imports \$5,201,222; exports, \$4,123,970—a good show.

THE ARCTIC DISASTER.—Arrival here of a portion of the *Sufferers*.—Capt. Latham of the *Onward*, Mr. Murray, first officer of the *St. George*, Mr. Smith, first officer of the *Camilla*, and Mr. Rogers, first officer of the *Marengo*, who abandoned their vessels in the Arctic on the 5th of September, arrived in this city on Wednesday evening last. Mr. Rogers says:

"On the 29th of August, after several unsuccessful attempts had been made by parties to reach the land, Capt. Kelley, of the *Marengo*, with a whaleboat and about fifty men from his own and other vessels, started for the shore, dragging the boat over the ice in clear water, and then launching and ferrying across. There was a thick fog at the time and it was snowing, consequently but slow progress could be made. Two trips had to be made across open water with the boat to take all the men over, and the fog was so thick that progress was made with the greatest difficulty, being guided wholly by the compass. After making a distance of about five miles, the men found themselves exhausted, it was decided to return, and the party arrived back to the *Java*, 24, after an absence of twenty-four hours, perfectly worn out by fatigue. On the 30th, the captains held a council, and decided that there was no hope of saving the vessels, which were already sadly crippled by ice, and they concluded to make an attempt to reach the land before escape was utterly impossible. The men took their last meal, and the ships, which were only twenty-five days' rations, all who chose to do so started for the land. After travelling four days across the ice and ferrying over open water, the party reached Point Barrow, where they found the *Three Brothers* and *Reinbow*. On the 11th of September, commenced building a large sledge which they proposed to drag South over the ice, a distance of 100 miles, to carry their boats and provisions, but they were informed by some natives who had just come up the coast, that the pack ice extended for a longer distance South, and the expedition was abandoned. It was then decided to locate at Point Barrow for the winter, and to catch whales and save what whale meat they could for subsistence during the winter. On the 12th the wind commenced blowing strong from the E. N. E., and the weather was very cold. There was no open water in sight. The next day communication was opened with the *Florence*, which vessel was lying 8 miles South of Point Barrow. From her came the glad tidings that there was a prospect of getting out of the ice into clear water, and it was decided that if thought practicable she should signal the party the next day. On the 13th, the *Java*, consisting of about 300 men, joined her, as soon as possible. It was found, on reaching her, that a strip of ice only about a quarter of a mile in width, was hemming her in. This ice was from 30 to 50 feet in thickness, and the full force of men set to work with spades to cut her out. There was a swift current of water, and by cutting down in the ice so as to form channels for the water to run through, an opening sufficiently wide for the vessel to pass through was made. All hands then went on board the *Florence*, and she sailed down the coast to take the *Camilla* and crew of the *Clara Bell*, which vessel was frozen in the ice 8 miles below, and her Captain had decided to abandon her on the 17th, if at that time there was no hope of extricating her. On the 18th, the *Three Brothers* and *Reinbow* came down, the former with the Captain and crew of the *Clara Bell* on board. The *Three Brothers* took from the *Florence* 110 men, leaving with her 290. The *Florence* arrived at St. Lawrence Bay September 21st, procured water and sailed for San Francisco the next day. In regard to the men left with the vessels, Mr. Rogers thinks there is no hope for them. Only one officer was left there, Mr. Williams, 4th officer of the *Desmond*. Five of the *Marengo's* men were left, none of whom were Americans. One sick man was left on board the *Camilla*. No natives were seen in the vicinity of where the larger part of the fleet was abandoned, but the *Clara Bell* was taken possession of by them before the crew had left her, and while the sailors were working, they were aloft stripping her of her sails and rigging. One native was seen to fall from aloft and received a fatal injury by striking upon the rail."

THE NEW BRITISH MERCHANTS' SHIPPING LAW.

A copy of the new Merchants' Shipping Act of Great Britain, passed by the last session of Parliament, which recently went into effect, is received. The first part of the statute relates to "unseaworthy ships" being sent to sea. Every person who sends, or attempts to send, such ships to sea, to be liable to a charge of misdemeanor, but not liable to summary proceedings by way of punishment. It is an obligation by the ship-owner to the crew, to use all reasonable efforts to secure seaworthiness, but where a British ship is in any port of the United Kingdom, she may be detained if unseaworthy, with a liability in case of unlawful detention. Courts of Survey and Commissioners of Wreck to be appointed by the Lord Chancellor, and to be paid out of money provided by Parliament. An appeal is given to the Court of Survey when the usual certificates are refused to passenger ships and emigrant vessels. There are other provisions as to overloading and to cargoes. Dues are imposed on the space occupied by deck cargoes, the same as if it was added to the ship's registered tonnage. A penalty is imposed for carrying deck loads of timber in winter. This section only becomes operative after the 1st of November, 1876. All passenger and emigrant ships are to carry signals of distress, &c. By the Act, a step is made in allowing defendants to be examined on oath. Any person charged with a misdemeanor, including a master, may give evidence in the same manner as any other witness, that he used all reasonable means to ensure a ship being seaworthy.

ATTENTION IS CALLED TO THE ADVERTISEMENT OF SANDERS STAR CLOTHING HOUSE,

and seamen are invited to call there before purchasing elsewhere. From his large stock all can be suited, and we think can save money.

THE HELL GATE PASSAGE.—General Newlon has caused two buoys to be anchored off Hallett's Point in 16 feet of water—one between the point and Ward's Island, and to mark the outer point of the reef, and the other on the Western side of the reef. Vessels bound East will leave them on the starboard and those bound West on the port hand.

THE STORY OF THE NORTH SEAS.—The Alert and Discovery of the British Arctic Expedition have arrived at Queenstown and some additional particulars of the voyage are given. It relates after first encountering ice the expedition was detained several days in Port Payer. It started thence on the 8th of August, but before reaching the shore of Greenland the vessels were caught in an ice pack. After this their progress Northward was an incessant struggle through chance openings made in the ice by the wind and current, through which the ships moved constantly, it closing behind them. The Discovery wintered in a well-sheltered harbor on the West side of Hall's Island, a few miles North of Polaris Bay. The Alert pushed forward and rounded the Northeast point of Grant's Land; but instead of finding, as expected, a continuous coast a hundred miles toward the North, she found herself on the border of an extensive sea, with impenetrable ice on every side, and no harbor. The ship wintered behind a barrier of grounded ice, close to land. The floating masses of thick polar ice had, in meeting, pressed up quantities of intermediate ice into blocks, frequently a mile in diameter, and varying in height from 10 to 50 feet. Obstacles of this kind destroyed all hope of reaching the Pole by sledges, before the attempt was made. The sledge party was obliged to make a road with pickaxes nearly half the distance it travelled. As it was a ways necessary to drag the sledges loads by installments, the party really traversed 278 miles, although it only progressed 73 miles. All the cairns erected by the Polar expedition were visited. At the boat depot in Newnan's Bay a chronometer was found in perfect order. The wheat left by the Polar was sufficiently grown aboard the ship. When at Polaris Bay the Discovery hoisted the American flag and fired a salute, as a tablet, with the following inscription, was fixed on the grave of Capt. Hall:

"Sacred to the memory of Captain Hall of the Polar, who sacrificed his life in the advancement of science. This tablet is erected by the British Arctic Expedition, who following his footsteps, have profited by his experience."

Two sailors of the Greenland sledge party were buried near Capt. Hall's grave. The sufferings of the sledge parties from scurvy were frightful. The expedition under Markham and Parr, which endeavored to reach the Pole, consisted of seventeen persons. Nine became utterly helpless and had to be carried on sledges. Three could barely walk, and were unable to pull.

ALABAMA CLAIMS.—The Court of Commissioners of Alabama Claims have rendered the following judgments for losses of personal effects and wages by the destruction of various vessels: John Murray, \$340; Joseph F. Silva, \$275; John A. Vose, \$340; Joseph Vera, administrator, \$300; Thomas Davis, \$390; Theotonia Sabina, \$440; Ambrose Joseph, \$270; John Ferreira, \$300; Freeman Davis, \$425; Mathew Enos, dismissed, all of New Bedford; Isaac Howland, Westport, administrator, \$275.

—Edward Matthews, a real estate capitalist in New York, who a few years ago, was worth from eighteen to twenty millions with an income of \$800,000 per year, has gone into bankruptcy in consequence of a depreciation in property, and collapse of a Georgia railroad.

—A good example of what "Jersey justice" means is found in the case of the Elwood murderers. The crime was committed in August; the murderers were not apprehended till the following month, and on the 27th ult., they were hung.

—W. H. Brown, a recently deceased resident of Pittsburg, Pa., began his business of life by digging coal at one end and a half cents a bushel. He died leaving an estate of \$3,250,000.

—A panic occurred in a Chinese theatre in San Francisco on the night of the 30th ult., occasioned by a false alarm of fire, and in the eagerness of the audience to escape from the building, twenty persons were trampled to death and as many more wounded.

—Two passengers were killed and twenty severely injured by the accident on Lackawanna Railroad, twenty miles from Scranton, Pa., on the night of the 30th ult. Seven passenger cars were completely wrecked.

—Mrs. Burnham of Atlanta, visited the Centennial Exhibition, and there met a man who said that he was Colonel DeLong of Boston, and very wealthy. On the second day of their acquaintance they were married, and on the third day the bride was looking for her husband and \$1,300 which had disappeared with him.

—Hiram Bailey, a dissipated man, was burned to death at his house at Higginum recently. His remains were found in the cellar the next morning, burned almost to a crisp. His dog was near by howling piteously, but would not leave the body until driven away. It is supposed the house was accidentally set on fire by the owner, and that in his drunken stupor he was unable to escape.

—In the Superior Civil Court in Boston, James B. Turner brought action against John Russell, shipmaster, to recover for services as a seaman on a British vessel, claiming that he had shipped for the voyage not exceeding three years, but left the vessel in Boston after fifteen months service, by consent of the master. For the defence it was claimed that Turner did not fulfill his contract and deserted the ship, thereby forfeiting any balance of wages according to stipulation in the shipping articles. The jury rendered a verdict for the plaintiff in the sum of \$125.

—It is stated that Secretary Fish at a Cabinet meeting last week presented certain information touching a new extradition treaty with Great Britain, which has been under consideration for some time, and in which he has written his views.

A fatality almost unprecedented in the history of a single household, occurred recently in the family of Peter Keever, North Andover. One of his children died Monday of diphtheria; a second died Tuesday, two others on Friday; and, on Saturday, while the four who had previously died, were lying unburied in the receiving tomb or at the house, the death of the fifth child occurred. The funeral service over the remains of all five of the children was held at the same time, and they were buried together at the cemetery. A sixth child, the only remaining one of the family, and the father and mother, are now all ill with the disease. The cause is undoubtedly infectious drainage.

—The resumption of silver payment has drawn out many nine-penny and fourpence half-penny pieces. Some bear the date of 1774, 1775, 1783, and are as bright as new.

—Grade petroleum in immense iron tanks is arriving at Lewiston, Me., on flat cars from Oil City, consigned to Androscoggin Mills. The petroleum is for the manufacture of gas at the new Androscoggin Mills Gas Works.

—More than \$3,000,000 in silver has been exchanged for currency at the sub-treasury, and still nearly \$200,000 remains on hand.

—A writer in the Portland Argus states that since the abolition of capital punishment in Maine there have been seven murders in that State, within a period of six months and nineteen days, while during the entire year previous there was but one murder, and the murderer committed suicide.

—The city of Newburyport was sued in the Superior Court for \$10,000 by Mrs. Keyes, who broke her leg by falling on a defective sidewalk. The case was defaulted by the city.

—At Yarmouth recently the fishing fleet drove a large school of blackfish ashore, and succeeded by the aid of the people on shore, in killing about a hundred of them. At South Truro seventy-five were driven ashore.

CREW LIST OF VESSELS SAILED

Bark E. B. Phillips, Capt. Joseph F. Francis, sailed from this port November 1st, 1876, for the Atlantic Ocean. The following persons compose her crew:

George H. Braywood, first mate; Antonio Silva, second mate; Bernardo Castano, third mate; Manuel S. Garcia, John Enos and Antonio Silva, boatsteers; Henry W. Wray, cooper; John Cabanas, steward; Manuel Silva, cook; Manuel Garcia, John Sapa, Vincente Garcia, John Mendes, Manuel Francis, John Rickett, Manuel Silva, Joseph Ramalho, Francisco Joseph Silva, John Gomez, Manuel Dosreis, Francisco Lima, Frank Joseph and Manuel Francis, all of New Bedford, seamen.

NOTICE.

CITY CLERK'S OFFICE, City of New Bedford, Nov. 3d, 1876.

The Committee on Licenses will be in session at the City Clerk's Office, on SATURDAY, the 18th inst., at 3 o'clock P. M., to hear objections to licenses for the erection and maintenance of a Steam Engine and Boiler by S. W. Hall, No. 116 North Third street. For order.

By order, HENRY T. LEONARD, City Clerk.

NOTICE TO VOTERS.

NOTICE is hereby given that the Lists of Voters for the several Wards of the City of New Bedford, for the year 1876, may be seen at the following named places:

WARD ONE.—At the store of George H. Macomber, 305 Purchase street.

WARD TWO.—At the store of William H. Chappel, 229 Purchase street.

WARD THREE.—At the store of Charles A. Bonney, 111 Purchase street.

WARD FOUR.—At the Union Store on North Main street.

WARD FIVE.—At the store of the Aensmet Co-operative Association, corner of Third and Russell streets.

WARD SIX.—At the store of Albert G. Stanton, Co., corner of Third and Ginnel streets.

The voters of the City are requested to see that their names are properly inserted in the lists, and persons are particularly called on to see if their names are correctly inserted.

Persons who have paid a tax assessed upon the City within two years, and who have been residents in the City since the first of May last.

Naturalized citizens, and persons who have reached their majority since the first of May last.

Those persons who have not paid a tax assessed upon them within two years, cannot vote.

Voter can have his name changed from the Ward in which he was assessed, unless he has filed his claim on or before the first day of September with the Mayor and Aldermen.

Noperson's name can be added to the check lists after 9 o'clock P. M. SATURDAY, the 4th day of November, at which time registration will close, unless his qualifications have been ascertained by the City Clerk on or before Saturday aforesaid.

The Mayor and Aldermen will be in session at the City Clerk's Office, on SATURDAY, the 4th day of November, from 9 A. M. to 1 P. M., and from 2:30 to 5 P. M., and on SATURDAY, the 5th, from 9 A. M. to 1 P. M., and from 2:30 to 5, and from 7 to 9 P. M., for the purpose of receiving the names of voters who through accident or mistake have been omitted.

All persons who wish to have their names corrected or inserted, must bring their tax bills with them.

By order of the Mayor and Aldermen, HENRY T. LEONARD, City Clerk.

NOTICE.—WARD ONE.

CITY OF NEW BEDFORD, ss.

To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:

In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number One, in said city, qualified as the law directs, to assemble at the City Hall, in said Ward, on TUESDAY, the 7th day of November next, (it being the Tuesday after the first Monday in said November), at nine o'clock in the forenoon, then and there to bring in their votes for one piece of paper for thirteen Electors of the United States; to wit: two Electors at Large, and one for each Congressional District of this Commonwealth; also for a Governor, Lieutenant-Governor, Secretary, Treasurer and Receiver-General, Auditor, Attorney-General, all for the Commonwealth of Massachusetts; also for a Councilor for the First Council District; for a Senator for the Third Bristol District; for two Representatives in the next General Court from District number Five, comprising Wards One, Two and Three of the City; for a Representative in Congress from District number One; for a Clerk of the Courts, County Treasurer, County Commissioner, and a Register of Deeds for the County of Bristol; all for the County of Bristol; by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Hereof fall not, and have you then and there this Warrant, with your doings thereon.

Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Thirtieth day of October, in the year one thousand eight hundred and seventy-six.

Per order of the Mayor and Aldermen, HENRY T. LEONARD, City Clerk.

A true copy. Attest: LUTHER M. DAYTON, Constable.

NOTICE.—WARD FOUR.

CITY OF NEW BEDFORD, ss.

To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:

In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Four, in said city, qualified as the law directs, to assemble at the City Hall, in said Ward, on TUESDAY, the 7th day of November next, (it being the Tuesday after the first Monday in said November), at nine o'clock in the forenoon, then and there to bring in their votes for one piece of paper for thirteen Electors of the United States; to wit: two Electors at Large, and one for each Congressional District of this Commonwealth; also for a Governor, Lieutenant-Governor, Secretary, Treasurer and Receiver-General, Auditor, Attorney-General, all for the Commonwealth of Massachusetts; also for a Councilor for the First Council District; for a Senator for the Third Bristol District; for two Representatives in the next General Court from District number Six, comprising Wards Four, Five and Six of the City; for a Representative in Congress from District number One; for a Clerk of the Courts, County Treasurer, County Commissioner, and a Register of Deeds for the County of Bristol; all for the County of Bristol; by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Hereof fall not, and have you then and there this Warrant, with your doings thereon.

Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Thirtieth day of October, in the year one thousand eight hundred and seventy-six.

Per order of the Mayor and Aldermen, HENRY T. LEONARD, City Clerk.

A true copy. Attest: HENRY W. BUMPUS, Constable.

NOTICE.—WARD FIVE.

CITY OF NEW BEDFORD, ss.

To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford, GREETING:

In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Five, in said city, qualified as the law directs, to assemble at the City Hall, in said Ward, on TUESDAY, the 7th day of November next, (it being the Tuesday after the first Monday in said November), at nine o'clock in the forenoon, then and there to bring in their votes for one piece of paper for thirteen Electors of the United States; to wit: two Electors at Large, and one for each Congressional District of this Commonwealth; also for a Governor, Lieutenant-Governor, Secretary, Treasurer and Receiver-General, Auditor, Attorney-General, all for the Commonwealth of Massachusetts; also for a Councilor for the First Council District; for a Senator for the Third Bristol District; for two Representatives in the next General Court from District number Six, comprising Wards Four, Five and Six of the City; for a Representative in Congress from District number One; for a Clerk of the Courts, County Treasurer, County Commissioner, and a Register of Deeds for the County of Bristol; all for the County of Bristol; by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Hereof fall not, and have you then and there this Warrant, with your doings thereon.

Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Thirtieth day of October, in the year one thousand eight hundred and seventy-six.

Per order of the Mayor and Aldermen, HENRY T. LEONARD, City Clerk.

A true copy. Attest: HENRY W. BUMPUS, Constable.

even days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Hereof fall not, and have you then and there this Warrant, with your doings thereon.

Wholesale and Merchants' Shipping List.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING NOVEMBER 14, 1876.

NO 39.

The Whaler's Shipping List,
AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY E. B. P. RAYMOND,
2 South Second St., New Bedford, Mass.

TERMS.—\$3.00 per annum, in advance. Single copies 5 cents.
If the paper will be discontinued until after a certain date, the publisher will be responsible for the loss of the subscription.
Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

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JOHN GODDARD & CO., 81 Racechurch Street, London, England, E. C.
A. W. PERCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whale-bone brought by each vessel.

	Bls.	Wh.	Bone.
JANUARY.			
By Railroad, N. B.	100,403		
1 Jos. Nickerson, N. Y.	101		
11 N. L.	1,500		
20 Elton Freight,	7,500		
25 Colon, N. Y.	130		
26 Gen.	81		
	182	833	72,403

FEBRUARY.			
2 Humber, Boston,	70		
14 Azor,	1,185		
21 City of Dallas, N. Y.	151		
27 Young America,	2,945		
27 Colon,	69		
	1,406	3,014	

MARCH.			
30 Bart. Gosnell, N. B.	817	333	
31 A. Blake, Marion,	82	20	
	2,305	3,367	

APRIL.			
1 Syren, N. B.	87	5,134	
1 L. P. Simmons, N. L.	443		
2 Flying Fish,	208		
7 Europa, N. B.	1,500	14,000	
15 Alfred Mar. N. B.	85	1,225	
15 do, on freight,	95	294	
15 Ceylon,	6,250		
16 Mermaid,	43		
25 Colon, N. Y.	43		
25 Alfred Keen, Bet'n,	102		
25 Desdemona, N. B.	408	805	
25 do, on freight,	99		
25 G. City, Fernandina,	373		
	2,674	15,160	14,000

MAY.			
1 Arnolda, N. B.	696	1,114	
do, on freight,	393		
2 Marcella, N. B.	1,093		
2 Sarah,	600		
11 C. H. Pigeon,	24		
14 Andes, N. Y.	219	23	
14 Roman, N. L.	40	1,425	300
do, on freight,	40		
22 Carondelet, N. Y.	373		
24 Stafford, N. B.	373		
	3,383	3,136	300

JUNE.			
5 Gov. Morton, N. Y.	253	955	
6 R. W. Wood, N. B.	1,532	400	551
6 Triton,	33	1,279	
8 Atlantic,	424		
14 President, N. B.	58		
14 Andes, N. Y.	58		
14 Merlin, N. B.	994	16	
21 Crescent City, N. Y.	660		
21 Alps,	1		
	3,954	3,228	551

JULY.			
1 Elvie Allen, N. B.	3,188	177	
3 Matapoisett,	187		
3 Wm. & Anthony, N. B.	1,146		
3 Colon, N. Y.	580	28	
9 Azor, Boston,	270		
16 Acapulco, N. Y.	1,120	30	480
do, on freight,	774	272	1,200
20 E. R. Phillips,	110		
30 Ellen Ripshap,	110	220	

AUGUST.			
2 Agate, N. B.	107	216	
2 Amizade, N. B.	58		
14 N. Adams, N. B.	163		
14 D. A. Small,	308		
17 California,	1,793	23	
do, on freight,	480		
17 By Railroad, N. Y.	22,000		
20 W. A. Grazier, Prvt'n,	300	30	
24 Catalpa, N. B.	37		
25 N. J. Knight, Prvt'n	125		
25 Mary Frazier, N. B.	108	291	
do, on freight,	764	152	719
25 Canina, N. Y.	274		
29 E. H. Hatfield, Prvt'n	130		
29 Acapulco, N. Y.	587		

SEPTEMBER.			
4 G. M. Parker, N. B.	163	194	
12 Union,	18	5	
12 Rising Sun,	93	210	
14 A. Hicks,	1,075		
14 Wm. Wilson,	97	4	
14 Rosa Baker,	316	7	
15 Azor, Boston,	350		
15 Arizona, Prvt'n,	80	20	
15 W. E. Simmons,	1,150	200	
15 E. E. Cook,	75	200	
15 Edward Lee,	75	180	
16 Petrel, N. B.	110		
19 Black Hawk, N. Y.	550		
22 Cohannet, F. H.	75		
22 Antares, Prvt'n,	80		
22 S. E. Lewis, Boston,	135		
22 Crescent City, N. Y.	157		
24 Quikstep, N. B.	78	11	
do, on freight,	372		
25 Canina, N. Y.	180		
25 Golden City, N. B.	270		

OCTOBER.			
2 Wm. Martin, N. B.	225		
4 Louisa A.,	250		
5 Wave,	30		
8 A. Blake, Marion,	80		
15 Colon, N. Y.	260		
15 Florence, S. F.	700	1,500	
22 Seine, N. B.	1,450	25	
24 Milton,	1,800	200	
25 A. R. Tucker, N. B.	400		
25 Osprey,	220		
25 Acapulco, N. Y.	1,631		

NOVEMBER.			
4 Janet, N. B.	30		
5 Pacific,	470		
do, on freight,	1,349		
6 Mercury, N. B.	4,000	550	1,200
6 Kate Williams, N. B.	1,099		

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 the New-York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it will have remained true to the objects and aims for which it was founded. It has held from the first a favorite place in the household; it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, the Times has always borne a very high reputation throughout the United States. It is free from all obnoxious advertisements and reports, and under no circumstances whatever are "personal" announcements, or questionable notices, allowed to appear in its columns. The disadvantages of quick and unmediated publication, which political newspapers of the day are not admitted into the columns of the Times on any terms. The paper, moreover, has always resisted the common theories advanced by mischievous journals and has opposed those attacks on the family as the basis of Society which are so frequently made, and which have led to so much misery and crime.

As a political journal, the Times will be devoted, as in the past, to a discriminating support of the Republican Party, while it reserves the right of expressing independent opinions upon the measures or policy of Administration, or of any of the members of its leadership. Its attitude is that of independence within the Republican Party, for in that way can the interests of the people be most advantageously served. Party government is essential to a constitutional country, and when journals profess to have "no party" it is because they have no principles. The Times is faithful to the convictions and aims upon which the Republican party is based, but it is not the mouthpiece of a clique. It was not originally established as an "organ," nor has it ever asked for or received any "favors" whatever from the party with which it has been identified. It has supported the Republican Party in the past often at its own risk and loss, and always because it believed that party to be founded on sound and patriotic principles. But its support has been freely and impartially rendered, and it will never consent to serve as a mere instrument for registering the decrees of politicians. It will adhere closely to these principles, and will not allow itself to be used for the purpose of attacking the people of the whole country. Great issues are at stake, and it will need all the force of the press to sustain the right side. The compromise of the Republican Party for its position, which is the first step toward repudiation. The Republican Party is in favor of a return to specie payments, by safe and judicious methods, and of keeping faith with the national creditor, and thus of preventing widespread ruin and irreparable national dishonor. This issue alone would lead the Times to stand by the Republican Party. The Democratic Party now boasts loudly of its "reforming" spirit, but with Tammany Hall in New-York, and a party of infamy and repudiation in other States its professions are of little value.

In the Presidential canvass, the Times will strive to get the best candidates nominated and afterward to render them a hearty support. It will not be in the least partial in its selection of candidates, but will be ready to defend leaders and candidates who are true and faithful representatives of the people. Its Editorial Columns will be conducted in a spirit of fairness and impartiality, free alike from self-interested aims, political jockeying, or undue favoritism. The Sunday edition of the Times includes in addition to the news, selected and original literary matter of the most varied and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper. Among the literary matter of original stories or articles to this paper are: Bret Harte, J. W. De Forest, Thomas Hardy, Dutton Cook, William Black, and negotiations are being carried out with many other distinguished authors.

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All editions of the Times are sent free of postage in the United States.
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THE SUNDAY EDITION, per annum, \$2.

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The Old Man's Dream.

O, for one hour of youthful joy!
Give back my twentieth spring!
I'd rather laugh a bright-haired boy
Than reign a gray-haired king.

Of with the wrinkled spoils of age
Away with learning's crown;
Tear out life's wisdom written page
And cast its trophies down.

One moment, let my life blood stream
From boyhood's fount of fame;
Give me one giddy, reeling dream
Of life, and love, and fame.

My listening angel heard the prayer,
And, calmly smiling, said:
"If I but touch thy silvered hair
Thy hasty wish had sped."

"But is there nothing in the track
To bid thee fondly stay,
While the swift seasons hurry back
To find the wished-for day?"

Ah, truest soul of woman kind,
Without thee what were life?
One bliss I cannot leave behind—
I'll take my precious wife.

The angel took a sapphire pen
And wrote in rainbow hue,
"The man would be a boy again,
And be a husband too."

"And is there nothing yet unsaid,
Before the change appears?
Remember all thy gifts have fled
With these dissolving years."

"Why, yes, I would one favor more?
My fond paternal joys—
I could not bear to lose them all;
I'll take my girls and boys."

The smiling angel dropped his pen,
"Why, this will never do;
The man would be a boy again,
And be a father too!"

And so I laughed. My laughter woke
The household with its noise,
I wrote my dream when morning broke,
To please my girls and boys.

Oliver Wendell Holmes.

The Diamond Cross.

The most experienced and sagacious of detectives are not always successful. We of the force are, like other men, fallible, and even the best laid plans, sometimes wholly fail to achieve their purpose. I have been many years in the business, and although I have aided in bringing a large number of noted criminals to justice, there have been several instances in which my better judgment has been blinded and my most elaborate traps eluded by the rascals of whom I was in search. It is a terrible aggravation to a detective to find his labor set at naught, but of all my failures I never had one that so filled me with chagrin and mortification as one that I once made in New-York. It made me appear the more ridiculous because the case was a very simple one, and the chief actor in it was a woman. To be taken in by a male sharper is bad enough, but to have yourself and your profession laughed at by a woman, is too much for a detective, proud of his sagacity, to bear with equanimity. I don't often care to speak of it, but as I am not likely to be caught in a similar trap again, I don't mind telling you the story in confidence.

The present fashionable generation may not remember the firm of Stephens & Martley, jewelers, who formerly transacted a large business on Broadway, not far from Duane Street. Their store was one day entered by a very beautiful and richly dressed lady, who had left her carriage waiting at the door, and who asked to be shown some diamond crosses. The salesman exhibited a tray containing a large number of very valuable trinkets of that description, studded with gems of exceeding richness and purity. After considerable hesitation she finally chose one and inquired the price.

"It is worth thirteen hundred dollars," replied the salesman.

"I will take it," said the lady.

"Be good enough to do it up nicely."

"Shall we send it?" asked the salesman, politely.

"No, thank you. I will take it with me."

She tendered in payment two crisp new bills, one of a thousand dollars and one of five hundred. The salesman took them to the cashier, who examined them to see that they were genuine, and opened his drawer to return the necessary change. To his annoyance, he found himself short of small bills, and rather than pay out all his small change he sent the two bills back to the customer to ask if she had not the exact amount. The lady examined her portemonnaie, but was unable to find anything but three bills of five hundred each. These would not help the matter, and the cashier paid out his change with reluctance, dashed the two new bills into his drawer, and slammed it to in no very good humor. The lady took the diamonds, swept gracefully out of the store, entered her carriage and was driven rapidly away. In fifteen minutes afterward the cashier, having

occasion to open his drawer, was attracted by a peculiar line on the thousand dollar note. He examined it closely, and at once pronounced both bills to be counterfeit. The lady had cleverly changed the notes when they had been returned to her.

It was then too late to trace the fair swindler. I was sent for by the firm, but an inquiry into the facts of the case did not permit me to offer any strong hope of recovering the diamonds or the two hundred dollars. The salesman was sure that he would know the face again, and he remembered that the lady was dressed in blue silk with a lace shawl. He could recollect nothing more, except that he thought that the carriage had wheels with gilded hubs and spokes. This was slight material, but I made the necessary notes in my memorandum book, and left the store. For several days after that I kept a sharp lookout in the streets for a carriage with gold wheels. I visited all the livery stables and hackney coach stands that I could think of, but my search was in vain. At last passing one day through Bleeker St., I met a carriage driving rapidly toward Broadway. Its description answered very well to that which Stephens & Martley's salesman had given me, but a glance inside showed me that it was empty. I stopped it, however, and cross-questioned the driver. The carriage was a public one, and the driver remembered taking a lady in blue silk, four or five days previously, to Stephens & Martley's. So far, I was on the right track, but the trail was soon lost again. In answer to my questioning, the man said that the lady had taken his carriage at Union Square, where it was then standing, and after visiting the jewelry store had been driven to a dry goods store on Chatham Square, where she dismissed him. He did not notice whether she entered the store or not, and he had never seen her since.

I took the man's number and looked well at his carriage and horses. Having thus mentally photographed his establishment, I gave him a quarter and let him go. There was nothing more to be done for the present except to telegraph a general description of the woman and the diamond cross, to the principal cities of the country, and to keep an eye on the outward bound steamers for Europe and elsewhere. This I managed to do without much difficulty while attending to other business. More important cases soon engrossed my attention, and the affair of the cross gradually fell into the background, when, after the lapse of several months I received a telegram from a detective in Boston, stating that a noted gambler named "Jumping Johnny," who had twice been in State Prison for counterfeiting, had been seen in that city lately in suspiciously intimate relations with a woman residing in Columbus Avenue, who answered in some respects to the description of our heroine. The house in Columbus Avenue, and the appearance of the woman were altogether too respectable for such close connection with Jumping Johnny, without mischief being in the wind.

I had not the pleasure of Jumping Johnny's acquaintance, but I started that same night for Boston to look at the woman, taking Stephens & Martley's salesman with me to identify her. I procured a couple of officers from the Boston force and proceeded to the house in Columbus Avenue. It was a large, handsome structure of brown stone, and I noticed that the curtains to all except the lower story were closely drawn. I suspected from this that the upper rooms were all unfurnished, and that the lower and basement floors only were occupied by the inmates, who had doubtless their own reasons for choosing an innocent-looking dwelling in a fashionable quarter, for carrying on a business that might not bear the scrutiny it would be subjected to in a more public locality. But this of course, was all guess-work.

I posted an officer on the curbstone before the house, and another in the rear alley, with instructions to keep his eye on the back gate and the roof.

"I don't want Jumping Johnny," I explained to these sentinels. "I am after the woman who stole our diamonds. If you see a woman come out, detain her."

I did not care to trouble Jumping Johnny, because, first, I had no evidence whatever that he was implicated in the diamond swindle, and second, because I was employed to recover Stephens & Martley's property, and to find the party who stole it, and it was not my business to ferret out counterfeiters; I reserved that part of the affair for a separate job.

The name on the door-plate was simply "D'Orsay." I rung the bell, and after some delay, during which I detected a pair of eyes scrutinizing us

from behind the basement blinds, the door was partly opened by a very angular servant with a shock of fiery red hair, who placed her anatomy in the passage and demanded our business.

"I would like to see Madam D'Orsay, if you please. Is she at home?"

"I don't know."

"Be good enough to find out, if you please. Our business is very important."

"What is it?"

I placed my finger on my lips mysteriously.

"It wouldn't do to tell it here in the street," I said, "I saw a cop on the sidewalk out here." The girl looked wise and returned my wink. "O! you belong to them, do ye?" she observed. "Well, walk in."

She ushered us into a large parlor, handsomely furnished, and left us alone. In a few moments we saw through the open door an elegantly dressed lady descending the stairs.

"By heavens!" exclaimed the salesman, starting. "That's the woman who bought the cross."

"I was on the right track then, at last. She entered the room with a queenly step and stood still, looking at us inquiringly. She was certainly the most beautiful woman I ever saw, before or since. She evidently had no remembrance of my companion, or if she did, she concealed her recognition of him admirably.

"This gentleman," I said, "rising and pointing to my companion, 'is from the firm of Stephens & Martley, of New-York.'"

She turned very pale and grasped the back of a chair for support.

"I, madam," I continued, "am an officer of the detective police. We have called in relation to a certain diamond cross purchased by you from Stephens & Martley several months ago which was paid for in counterfeit notes."

She sank into a chair, pale as death, and trembling in every limb.

"What is the penalty?" she asked.

"We will talk of that afterwards," I said, "is the cross still in your possession?"

She brightened up at this and looked at me eagerly.

"It is," she said, "will you let me go if I return the cross and the money? O, sir, please let me go. You only want the property back, surely. I will pay you that and more too, if you will not take me away."

It was hard to resist this kind of talk. She sat there wringing her hands, and with her beautiful eyes suffused with tears—a picture to melt a heart of stone.

"You don't know what it is," she said, "to be forced to lead a life like mine. You don't know what it is to be compelled to it by one who owns your body and soul, as mine is owned. God knows I would be better if I could!"

"Is Jumping Johnny your husband?"

She looked around her a little fearfully, and answered, "No."

"Our object," I said, "is principally to recover our property, but I don't purpose to make any promises beforehand. Return the cross and the two hundred dollars, and we will consider your case afterwards."

She arose to leave the room, and for the first time it struck me how short she was even for a woman. Her proud queenly carriage had something to do, perhaps, with my first impression, for I had taken her for a tall woman. I now saw that she was of quite petite figure, hardly larger than a girl of twelve.

She passed into a room immediately back of the parlor, and closed the door. I told my companion to step into the hall, and keep his eye on the other door, while I remained in the parlor. I had no fear of the bird's escape, for I had a pretty accurate mental plan of the house in my head, and I knew she could not leave it without being seen by my men outside. She was absent a very long time, during which I heard an animated discussion going on in the adjoining room in which the shrill tones of a child's voice could be plainly distinguished. The words, however, were unintelligible.

I had become thoroughly tired of waiting, and was on the point of making a disturbance, when the door opened and a hideously deformed boy appeared, limping on a crutch. He was hump-backed, and a dreadful scrofulous mark disfigured one half of his ugly face. As he opened and closed the door I caught a glimpse of Madame D'Orsay seated in an arm-chair, with a lace handkerchief to her eyes, evidently weeping.

"Mother told me to give this to you," said the dwarf in the same shrill cracked voice which I had lately overheard. "She will be out herself in a moment. You won't arrest her, will you, sir?"

"I don't know," I answered, shortly, taking the diamond cross, and putting it in my pocket. "Where are the two hundred dollars?"

"I am going to get this changed," said the boy, holding up a five hundred dollar bill. "If you will wait a minute I will bring back the money." I let him go, and he limped out the front door and down the street, dragging his club feet painfully. I was glad to have the hideous little monster out of my

SEAFARING MEN WILL DO WELL TO CALL AT
SANDERS'
STAR CLOTHING HOUSE!
108 & 112 UNION STREET,
NEW BEDFORD.

Before Purchasing any Clothing.

THE LARGEST AND MOST EXTENSIVE ASSORTMENT OF GOODS
IN BRISTOL COUNTY.

CAN BE FOUND AT THIS ESTABLISHMENT. Seamen Infitting and Outfitted at far
more reasonable prices than the regular Seamen's Stores. Money will be saved by
trading at this Store.

REMEMBER THE NUMBER AND STREET.

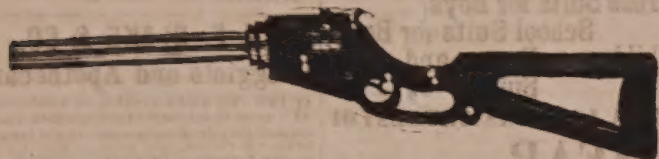
CUT THIS OUT AND SAVE IT.

SANDERS' STAR CLOTHING HOUSE.

108 & 112 Union Street, New Bedford, Mass.

WHALEMEN ATTENTION!

Bomb Guns and Lances.



THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

**CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,**

—ALSO—

BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and exam-
ined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 13 Hamilton Street, - - - New Bedford, Mas

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,
A cordial invitation is extended to my SEA-FARING FRIENDS to call and exam-
ine before purchasing elsewhere.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS
TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,

CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,

And a general assortment of Goods usually found in a First Class Tailoring Establish-
ment.

The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guar-
antee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING
GOODS. A cordial invitation is extended to you; call and examine, all of which will be
sold at low prices.

EDWARD T. TABER, JOSEPH R. REED, DARIUS P. GARDNER

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.,

NO. 15 SOUTH WATER STREET,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and Gentle
man's furnishings of every description, also a complete assortment of Cloths, Cassimeres
&c., and ready made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality, to all of which our seafaring friends and the public are invited to inspect.
Garments of all kinds made to order in the best style, and warranted to set at short notice
being thankful for past favors, would respectfully solicit a continuance of the same.

LEANDER BRIGHTMAN, FREDERICK R. BRIGHTMAN.

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THE

**CUSTOM AND READY MADE
CLOTHING BUSINESS.**

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into Garments as
ordered by customers.



AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS,
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING,
WILLIAM R. WING, HIRAM W. WENTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—

FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade

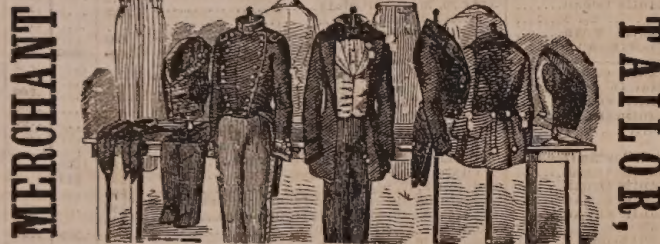
The business hereafter will be conducted under the style of DOANE & Co.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

MOSES C. SWIFT,



No. 128 1-2 UNION STREET, NEW BEDFORD
CLOTHING GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE,

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our seafaring friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods.

FOREIGN HOUSES.

BARBADOES, West Indies.

W. LEACOCK & CO.,

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to

owners, agents, and masters of whaling
vessels, that they have succeeded in getting
the tonnage dues removed from whaling
vessels visiting this port for the purpose of
shipping their oil. They are now allowed
to ship whatever quantity of oil they may
desire on payment of twenty-four cents per
barrel of 31½ gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was
formerly imposed.

The expenses attendant on shipment of
oil at this port are as follows:

A package duty of twenty-four cents per
barrel. Harbor dues, \$3; Bond at Custom
House, \$3; and a Harbor Police Fee, as fol-
lows, viz:—Vessels not exceeding 100 tons,
\$2; not exceeding 200 tons, \$2.50; not ex-
ceeding 300 tons, \$3; exceeding 300 tons and
upwards, \$4.

They will continue, as heretofore, to sup-
ply stores, and negotiate drafts on the same
favorable terms; as well as receive and
ship home oil at the rate of One Dollar and
Twenty-Five cents per barrel, (delivered at
New York or Boston) free of all other charges
except insurance, which will be effected on
the most favorable terms when required.

Masters of whaling vessels when coming
into the harbor are particularly cautioned
against accepting the services of any per-
son offering themselves as Pilots, as there
are none licensed by the government, and
none needed, there being no obstructions
whatever in the Bay.

On coming to anchor, masters are
also informed that the middle part of Car-
line Bay, from the northerly to a southerly
direction, between Needham's Point Buoy,
and Pelican Reef, (on the latter of which a
large wooden Lazaretto is erected), is of
great depth, varying from 20 to 30 fathoms,
and by running well past the Buoy to the
leeward of the shipping in the lower part of
the Bay, they will find good bottom at from
6 to 8 fathoms.

There is now no direct communication
with this place and the United States by
mail.

Masters of vessels calling off the Harbor
and not wishing to anchor may obtain their
letters by coming on shore in a boat, after
having been first boarded by the Health
Officer, and will only incur the expense of
that officer's fee—\$1.

New Bedford papers always on file for in-
spection.

W. F. LEACOCK & CO.

ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.

All business entrusted to my care
will receive prompt and careful attention.
References:—Charles F. Howland, Orick
Smalley, New Bedford. 1y dec874

H. B. MCKAY,

SHIPPING & COMMISSION MERCHANT,
IMPORTER OF AMERICAN PRODUCE,

SANTA CRUZ, TENERIFFE,

CANARY ISLANDS.

SOLICITS consignments of vessels, also
of cargoes for transshipment to the United
States.

N. B. The attention of Merchants and
Captains engaged in the whaling business
is called to this port as being favorable for
refitting their ships and forwarding Oil to
the United States, it being a good harbor,
a free port, and freightage procurable at low
rates. A vessel will be dispatched for New
York in December or January of each year.

Reference.—Messrs. Yates & Porterfield,
115 Wall Street, New York, to whom apply
for further information. 1y

PANAMA—U. S. C.,

GEORGE F. WILSON, JOHN BRAKEMEIER,
WILSON & BRAKEMEIER,

PURVEYORS TO THE AMERICAN AN-
GLISH NAVY, SHIPPING AND
COMMISSION MERCHANTS.

ALL BUSINESS connected with
WHALEMEN carefully attended to.

Exchange bought and sold.

REFERENCES.

Messrs. J. H. Bartlett & Sons,
Loom Snow, Jr.,
William Lewis. N. Bedford
oct876 1y

\$12 a day at home. Agents wanted. Out-
fit and terms free. TRUE & CO. Au-
gusta, Maine. 1y mch776

\$5 to \$20 per day at home. Samples
free. STINSON & CO., Port-
land, Maine. 1y mch776

Boston, Clinton, Fitchburg &
New Bedford R. R.



Boston Taunton, Providence, and
Martha's Vineyard.

On and after Monday September 4th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway
at 7.30, and 10.30 A. M., and 3.40 P. M.
Return, 7.30 and 11.10 A. M., and 4.35 P. M.
Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.

Providence, at 7.30, and 10.25 A. M., and 3.40
P. M. Return, 8.00 and 10.50 A. M., and
4.40 P. M.

Taunton, at 7.30, 8.00, and 10.30 A. M., and
3.40 P. M. Return, 9 A. M., and 12.10, and
5.45 P. M. Dean Street station, 4.25 P. M.

Myrick's, at 7.30, 8.00, and 10.25 A. M., and 3.40
P. M. Return, 9.20 A. M., and 12.25, 4.40
and 6 P. M.

Howland's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.25 A. M., and 6.10 P. M.

East Freehold, at 7.30 A. M., and 3.40 P. M.
Return, 9.30 A. M., and 6.15 P. M.

Braley's, at 8.00 A. M., and 3.40 P. M. Return,
9.35 A. M., and 6.20 P. M.

Acushnet, at 7.30 and 10.25 A. M., and 3.40 P.
M. Return, 9.15 A. M., and 6.25 P. M.

Worcester via Mansfield and South Fram-
ingham, at 10.25 A. M., and 3.40 P. M.

Lowell, at 10.15 A. M., and 3.40 P. M.

Fitchburg, at 7.30, and 10.25 A. M., and 3.40 P.
M. Return, 8.00 and 11.20 A. M., 3.15 and 4
17 P. M.

Newport, at 7.30, and 10.25 A. M., and 3.40 P.
M. Return, at 7.20 and 10.40 A. M., and 2.30
and 3.45 P. M.

New York via Shore Line, at 7.30, and 10.25
A. M. Return, 8.00 A. M., and 10.00 P. M.

New York, via Stonington, at 3.40 P. M.

LEAVE TAUNTON, FOR

Boston, at 8.00, 9.40 and 11.10 A. M., and 4.30
P. M. Return, at 7.30 and 11.10 A. M., 2.4
35, and 5.30 P. M.

Providence, at 8.10, and 11.15 A. M., and 1.40,
4.35 and 6 P. M. Return, 8.00, 9.15, and 10
50 A. M., and 4.40 and 6.20 P. M.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at
7.24 A. M., and 2.40 P. M.

Mattapoisett, at 7.24 A. M., 2.40 and 4.40 P. M.
Marion, at 7.24 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.24 A. M., and 2.40 and 4.40 P. M.
Cape Cod, at 7.24 A. M., and 4.40 P. M.

Nantucket, Mondays, Tuesdays, Thursdays
and Saturdays, at 7.24 A. M.

Plymouth, at 2.20 P. M.

LEAVE BOSTON, via Old Colony Railway,
at 8 A. M., and 4 P. M.

LEAVE SANDWICH, at 7.50 A. M., 2.57 P.
M. LEAVE HYANNIS, at 7.05, A. M., and 2.07
P. M.

LEAVE TREMONT, at 10.00 A. M., 3.55 and
5.40 P. M.

LEAVE MARION, at 10.15 A. M., 4.15 and 5.52
P. M.

LEAVE MATTAPoisETT, at 10.25 A. M., 4.25
and 6.04 P. M.

Passengers from Way Stations on Old Col-
ony Railway will take the 3.30 P. M. train
from Boston.

WARREN LADD, Asst. Sup't.
sept, 4, 1876.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a
partnership for the purpose of
carrying on the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union Street, New Bedford, Sundays except-
ed for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A. M.

Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known to
the public, now offers superior facilities
to all persons wishing to transact business
in the principal cities and towns in the Uni-
ted States and Canada.

Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Compos, &c., promptly collected. Goods of
all descriptions forwarded with despatch.

This Express connects with steamers Man-
hasset for Wood's Hole (Palmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).

H. & Co., have the exclusive agency for
the sale of tickets via New Bedford, Fitchburg,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.

Providence, 34 Dorrance street.
Taunton, 2 Bank Exchange.
New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.
New Bedford, May 20, 1876.

POTTER & CO.'S

New Bedford and New York
DAILY EXPRESS.

Via New Bedford and New York
Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

OFFICES:—In New York, at 105 Wall
Street No. 345 Canal Street, corner of
Church; and Pier 39 East River, New
Bedford, at No. 19 Commercial Har-
bor.

Order box can be found at Lawton's Drug
Store, corner of Purchase and Union streets.

MARTHA'S VINEYARD.

WOODS HOLE, PALMOUTH HEIGHTS
VINEYARD HAVEN, VINEYARD HIGH-
LANDS, OAK BLUFFS AND
EDGARTOWN.

FALL ARRANGEMENT.

The steamers MARTHA'S
VINEYARD, Capt. Benjamin C. Smith, and MON-
OHANSETT, Capt. Charles
C. Smith, will run between New Bedford
and Edgartown, on and after MONDAY,
September 4th, leaving Edgartown daily
at 7.15 A. M., making close connections
with the trains for Boston, Providence,
New York, &c. Returning, leave New Bed-
ford at 1 P. M., being the hour of the arrival
of the mid-day trains from Boston,
Providence, &c.

All freight for these steamers must be
delivered on the wharf 30 minutes before
the advertised time of leaving.
Passengers for Palmouth Heights leave
at Woods Hole.
Applications for towing vessels, or any
other information, may be made to the
captain on board, or to
ANDREW G. POTTER, Agent,
Over Merchants' National Bank.

Scribner's Monthly for 1876

THE publishers invite attention to the
following list of some of the attractive
articles secured for Scribner's Monthly for
the coming year. In the field of fiction, be-
sides numerous novelettes and shorter sto-
ries, there will be

TWO REMARKABLE SERIAL STORIES
BY AMERICAN AUTHORS.
The first of these, now complete in our
hands,

"GABRIEL CONROY,"

By Bret. Harte.

Begins in the November number,
and will run for twelve months. This is Mr.
Harte's first extended work. The scenes and
characters, which the author has chosen
from his favorite field, California, are paint-
ed with characteristic vividness and power;
and the work is without doubt the most
graphic record of early California life that
has yet appeared.

We shall also begin in the January No.
a

"PHILIP NOELAN'S FRIENDS,"

Or Show Your Passports.

By EDWARD EVERETT HALE.

The scene of this story is laid in the South-
western territory, now forming the States of
Louisiana and Texas, at the time of Burr's
treason. The characters lived in a
section which was now American, now
French, and now Spanish, and this record
of their adventurous lives makes a story of
intense and undying interest throughout.

A SECOND "FARMER'S VACATION,"

By COL. GEORGE E. WARING, JR.

Col. Waring is now in Europe, visiting in
a row-boat ride of two hundred and fifty
miles, one of the most fertile and interest-
ing of the vine-growing valleys of Europe.
The second series of papers promises to be
even more interesting than that with which
our readers are already familiar.

CENTENNIAL LETTERS.
Edited by John Vance Cheney.

A rare collection of Revolutionary Letters,
mainly from stores in the hands of the de-
scendants of the original writers. They are
full of interest, and will be read with a re-
lish in connection with the Centennial
Celebration of the year.

**BRILLIANTLY ILLUSTRATED
ARTICLES ON**

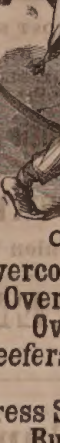
AMERICAN COLLEGES.

NOVEMBER 14, 1876.

LAST REPORT.

	SP.	WH.	SP.	WH.
Arrived October 25, 76, 400 sperm.....	150	80	160	80
April 28, 76, at sea, no lat &c.....	150	80	160	80
May 31, 76, at sea, lat 40 N, lon 43.....	150	80	160	80
July 22, 76, at sea, no lat &c, King of David Sound.....	150	2510	130	900
September 5, 76, abandoned in Arctic Ocean.....	130	2510	130	900
July 28, 76, at Kabenda.....	225	330	160	330
September 25, 76, at sea, lat 30 30, lon 30 30.....	280	160	160	160
October 3, 76, sailed from Fayal.....	150	160	160	160
August 26, 76, at sea, no lat &c.....	150	160	160	160
May 20, 76, off New Ireland.....	450	160	450	160
July 21, 76, at Fayal.....	150	160	160	160
September 5, 76, sailed from Mahe.....	150	160	160	160
September 5, 76, abandoned in Arctic Ocean.....	435	4150	190	300
July 2, 76, at sea, no lat &c, King of David Sound.....	675	160	675	160
Arrived August 24, 76, 30 sperm.....	375	160	375	160
June 18, 76, sailed from Fayal.....	375	160	375	160
July 2, 76, at sea, no lat &c, Fayal.....	150	160	160	160
Arrived September 24, 76, 950 sperm.....	150	160	160	160
September 5, 76, abandoned in Arctic Ocean.....	600	1620	140	140
August 5, 76, at Fayal, in distress.....	630	1320	180	360
Arrived May 2, 76, 85 sperm 300 whale.....	20	160	20	160
October 3, 76, sailed from Fayal.....	20	160	20	160
July 31, 76, at Kabenda.....	85	450	85	450
Arrived September 4, 76, 470 sperm.....	150	160	160	160
July 2, 76, at sea, no lat &c, Fayal.....	150	160	160	160
September 22, 76, at sea, lat 35, lon 45.....	175	135	175	135
July 13, 76, on Off Shore Ground.....	175	480	175	480
May 21, 76, at sea, no lat &c.....	150	160	160	160
July 21, 76, at Tongatabu.....	470	90	80	260
August 24, 76, sailed from St Helena.....	425	165	425	165
September 13, 76, sailed from Fayal.....	260	160	260	160
May 4, 76, at sea, no lat &c, Fayal.....	1160	600	1160	600
Arrived September 29, 76, 500 sperm.....	1160	600	1160	600
August 7, 76, at sea, no lat &c.....	225	225	225	225
September 4, 76, at Fayal.....	700	16	700	16
September 15, 76, sailed from Fayal.....	150	160	160	160
September 17, 76, at sea, no lat &c, Fayal.....	150	160	160	160
No date, at sea, no lat &c, Fayal.....	100	260	100	260
June 18, 76, at sea, no lat &c.....	340	90	340	90
September 5, 76, abandoned in Arctic Ocean.....	150	6700	160	1600
May 17, 76, sailed from Bay of Islands.....	1200	400	1200	400
Arrived November 4, 76, 30 sperm.....	1200	400	1200	400
October 9, 76, at sea, lat 37, lon 48.....	675	260	675	260
April 5, 76, sailed from San Francisco.....	380	3200	380	3200
October 16, 76, at sea, no lat &c, in Arctic Ocean.....	320	2850	320	2850
August 3, 76, at Panama.....	575	160	575	160
July 28, 76, at Talcahuano.....	250	80	190	780
August 8, 76, off Mahe.....	150	160	160	160
September 9, 76, off Tabago.....	1100	2000	160	1600
July 4, 76, at sea, no lat &c, Fayal.....	150	160	160	160
September 25, 76, sailed from Fayal.....	150	160	160	160
September 5, 76, abandoned in Arctic Ocean.....	190	1400	160	1400
July 10, 76, at sea, no lat &c.....	220	320	220	320
July 20, 76, at sea, no lat &c.....	160	320	160	320
September 23, 76, sailed from Tenerife.....	1130	250	1100	250
July 14, 76, at sea, no lat &c.....	670	160	670	160
October 8, 76, at Fayal.....	640	160	640	160
July 4, 76, at sea, no lat &c, Fayal.....	400	880	400	880
August 25, 76, at Kabenda.....	1150	160	1150	160
October 7, 76, off and on at Fayal.....	150	1	150	1
September 2, 76, sailed from Flores.....	150	1230	160	1230
September 5, 76, abandoned in Arctic Ocean.....	150	1230	160	1230
July 4, 76, at sea, no lat &c, in Arctic Ocean.....	150	1230	160	1230
April 25, 76, sailed from Talcahuano.....	950	75	1190	75
October 16, 76, sailed from Tenerife.....	150	160	160	160
Arrived November 6, 76, 1,000 sperm 500 wh.....	190	70	190	70
July 19, 76, at sea, no lat &c, Fayal.....	425	160	425	160
July 24, 76, at sea, no lat &c, Fayal.....	190	70	190	70
Arrived October 24, 76, 1,500 sperm 200 whale.....	190	70	190	70
October 3, 76, sailed from Fayal.....	190	70	190	70
May 1, 76, at sea, no lat &c.....	835	300	835	300
March 28, 76, sailed from Honolulu.....	250	1975	250	1975
May 1, 76, at sea, no lat &c.....	360	100	360	100
April 10, 76, sailed from Talcahuano.....	1200	1160	1200	1160
April 15, 76, sailed from Bay of Islands.....	1030	550	1030	550
August 8, 76, off Cape Lisburne.....	160	550	160	550
August 8, 76, off Cape Lisburne.....	430	4550	430	4550
April 24, 76, sailed from St Helena.....	650	100	650	100
October 5, 76, sailed from Tenerife.....	100	100	100	100
July 4, 76, at sea, no lat &c, Fayal.....	645	5700	100	1000
September 5, 76, abandoned in Arctic Ocean.....	960	5700	100	1000
October 20, 76, sailed from San Francisco.....	170	220	100	220
Arrived October 28, 76, 230 sperm.....	170	220	100	220
Arrived November 5, 76, 470 sperm.....	425	125	425	125
July 20, 76, at Kabenda.....	425	125	425	125
October 9, 76, at St Michaels.....	600	200	620	200
Arrived September 16, 76, 30 sperm.....	600	200	620	200
September 2, 76, sailed from Flores.....	750	200	750	200
No date, at sea, no lat &c.....	200	200	200	200
October 18, 76, at Tenerife.....	30	30	30	30
August 14, 76, at sea, no lat &c.....	50	60	50	60
Arrived May 16, 76, 14 sperm 300 whale.....	185	1700	700	700
September 17, 76, in Arctic Ocean.....	100	140	100	140
No date, at sea, no lat &c.....	100	140	100	140
October 2, 76, at sea, no lat &c.....	600	180	600	180
September 10, 76, sailed from Bermuda.....	180	20	180	20
October 7, 76, sailed from Tenerife.....	400	350	400	350
August 13, 76, at sea, no lat &c.....	450	80	450	80
July 4, 76, at sea, no lat &c, Panama.....	30	30	30	30
No date, at sea, no lat &c.....	30	30	30	30
September 5, 76, abandoned in Arctic Ocean.....	325	5500	30	1400
September 28, 76, at St Michaels.....	75	260	75	260
April 29, 76, at sea, no lat &c, Fayal.....	760	380	760	380
October 8, 76, at St Michaels.....	380	380	380	380
October 18, 76, at a Tenerife.....	320	350	320	350
September 22, 76, at sea, no lat &c.....	350	350	350	350
July 12, 76, at Hobart Town.....	1000	300	1000	300
No date, at Honolulu.....	180	1800	30	1800
October 2, 76, at sea, no lat &c.....	1250	180	1250	180
Arrived September 14, 76, 30 sperm.....	1250	180	1250	180
September 22, 76, at sea, no lat &c.....	600	500	600	500
Arrived October 14, 76, 75 sperm.....	600	500	600	500
September 5, 76, at Mauritius.....	75	425	75	425
Arrived September 23, 76, 75 sperm.....	75	425	75	425
Arrived September 17, 76, 95 sperm 8 whale.....	75	425	75	425
Arrived October 8, 76, 90 sperm.....	75	425	75	425
Arr at N Bedford Sept 14, 76, 100 sperm.....	75	425	75	425
October 8, 76, off and on at Fayal.....	800	220	120	120
August 3, 76, at Chesterfield Reef.....	800	220	120	120
October 15, 76, at Tenerife.....	130	50	130	50
October 3, 76, sailed from Fayal.....	130	50	130	50
August 18, 76, at sea, no lat &c.....	480	200	480	200
August 28, 76, at Eustacia, W. I.....	500	70	500	70
Arr at N Bedford Aug 2, 76, 200 sperm 100 wh.....	340	30	340	30
August 2, 76, off Western Islands.....	340	30	340	30
Arrived September 22, 76, 80 sperm.....	160	160	160	160
Arrived August 15, 76, 125 sperm 125 whale.....	160	160	160	160
September 21, 76, at St Michaels.....	130	20	130	20
No date, at sea, no lat &c.....	190	75	190	75
Arrived September 16, 76, 300 sperm.....	190	75	190	75
Arrived August 29, 76, 100 sperm.....	190	75	190	75
Arrived July 30, 76, 110 sperm 220 whale.....	190	75	190	75
October 6, 76, sailed from St Michaels.....	190	75	190	75
Arrived at N Bedford Sept 4, 76, 165 sp 200 wh.....	190	75	190	75
October 14, 76, at Tenerife.....	190	75	190	75
Arrived September 15, 76, 75 sperm 200 whale.....	190	75	190	75
Arrived September 15, 76, 100 sperm 200 whale.....	190	75	190	75
Arrived August 25, 76, 100 sperm 125 whale.....	190	75	190	75
Arrived September 22, 76, 75 sperm 15 whale.....	190	75	190	75
Arr at N Bedford Sept 12, 76, 100 sp 200 wh.....	190	75	190	75
Arrived August 20, 76, 200 sperm 30 whale.....	190	75	190	75
October 4, 76, sailed from Fayal.....	600	10	150	10
October 8, 76, at St Michaels.....	150	10	150	10
Arr at N Bedford October 4, 76, 250 sperm.....	150	10	150	10
Arrived August 15, 76, 135 sperm.....	150	10	150	10
Arrived September 22, 76, 135 sperm.....	150	10	150	10
Arrived October 2, 76, 225 sperm.....	150	10	150	10
No date, at Desolation.....	240	800	240	800
September 13, 74, at Kerguelan Island.....	240	800	240	800
August 23, 76, at Bravo.....	240	800	240	800
Arrived July 5, 76, at Sandy Point.....	240	800	240	800
October 3, 76, sailed from St Michaels.....	240	800	240	800
October 1, 74, in Cumberland Inlet.....	240	800	240	800
No date, in Cumberland Inlet.....	240	800	240	800
July 24, 76, at Bravo.....	240	800	240	800
October 1, 76, at Desolation.....	240	800	240	800
July 21, 76, at Bravo.....	240	800	240	800

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THE LATEST
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OF CLOTHING, AT
CHARLES FISHER'S**



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**Overcoats for Men,
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Overcoats for Children,
Reefers for Men,
Reefers for Boys,
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OFFER FOR SALE
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Old Metal taken in exchange for new
**John P. Knowles, 2d, Agent.
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apr2-72

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—FURNISHES THE—
PENDULUM PUMP.
THIS PUMP is the most powerful, as well
as the easiest working now in use. It is
adapted to all kinds of vessels, as well as
houses.
Mr. White attends to the repairs of all
kinds of Pumps; also furnishes and does all
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NEW BEDFORD, MASS.**
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WHALING GUNS,
THE subscriber flatters himself that his
has the reputation so thoroughly established, that
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hopes to merit a continuance of the same.
The Launches are for sale by the following
Agents, and at the manufactory, I.V.
J. A. BRAND.
Norwich, Ct., Feb. 29th, 1876.

AGENTS.
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Union Wharf Co., Provincetown, Mass.
Heman Smith, 21 Fulton street, Boston.
Crooker, Wood & Co., New York City.
Williams & Barns, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
F. A. BAKER, Russell, Bay of Islands
New Zealand.
feb29-7

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THE NEW BEDFORD CORDAGE COM-
PANY are now prepared to furnish at
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GANGS OF RIGGING,
of all sizes, and of the best manufacture.
MANILLA AND HEMP WHALE LINE,
made from pure Manilla and Russia Hemp.
All orders sent to L. A. PRITCHARD, Treas-
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may7-72

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OPTICAL INSTRUMENTS,
Charts, Nautical Books, Patent
Logs, Stationery, &c.,
No. 48 North Water Street,**

The Whalemens' Shipping List.

NEW BEDFORD.
TUESDAY MORNING, NOV. 14, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending November 13, 1876.

	Bls. sp.	Bls. wh.	Lbs. bone.
San Francisco.	.....	.....	9,000
Brig Timandra.	.....	.....	.....
Total.	.....	.....	9,000
Previously.	27,825	31,972	185,719
From Jan. 1, to date.	37,825	31,972	185,719
Same time last year.	36,353	32,762	204,592

Exports for the week ending November 13, 1876: sp. wh. bone.

	Bls. sp.	Bls. wh.	Lbs. bone.
Previously.	15,493	3,272	183,454
From Jan. 1, to date.	18,193	10,366	133,424
Same time last year.	19,238	4,372	161,892

NEW BEDFORD OIL MARKET.

For the week ending November 13.

SPEERM.—Has continued in demand, and sales were made of 100 bbls. from shed, at \$1.45; 200 do. recently landed, at \$1.43, for manufacture, and 1,100 do. do. in parcels, reported at \$1.40 per gallon, for export.

WHALE.—Is in better request, 250 bbls. Northern sold at 70 cents, for manufacture. In New York 1,000 bbls. Humpback sold for manufacture, at about 65 cents per gallon.

FOREIGN OIL MARKET.—The circular of Messrs. Bowes, Game & Co., dated London, October 28th, says:—Holders of Crude Sperm Oil are now asking 420, but there are no buyers at present over £38 per ton. Whale Oil, of good quality, would find buyers at \$34 to \$35 per ton.

Whalebone.—We are still without news of the Davis' Straits Whalers, but a few days back we learned by telegram from San Francisco the unfortunate loss of 12 American whalers in the Arctic Ocean, which is more unfortunate as stocks of whalebone are extremely small and prices unprecedentedly high. It is impossible to give reliable quotations in the absence of any sales, but about 15 tons Davis' Straits Bone, the catch of a Norwegian whaler, will be offered at auction to-morrow, and will, no doubt, realize a very high price.

LETTERS.

A letter from Capt. Gifford, of bark Sunbeam, of this port, reports her at Fayal September 28th, was to sail to the South-west for a month's sperm whaling.

A letter from Capt. Campbell, of bark Norman, of this port, reports her 15 miles off Icy Cape, Arctic Ocean, August 11th, with 550 bbls. walrus oil, bound to Point Barrow.

A letter from Capt. Smith, of bark Northern Light, of this port, reports her in the Arctic Ocean August 6th, with 1,100 bbls. walrus oil. Bound homeward. All well.

A letter from Capt. Fense, of bark President, of this port, reports her at Teneriffe, October 16th, with 30 bbls. oil. All well.

Mr. SIMPSON HART, who has during many years been prominently identified with the staple industry of this port, as a master sailmaker, died on Sunday evening the 31st inst., aged 72 years. He had repeatedly held responsible positions in the municipal government and was widely esteemed for his integrity, a worthy citizen and a member of the Unitarian religious society.

THANKSGIVING.—Governor Rice has issued his proclamation appointing "Thursday, the 30th day of November, to be observed as a day of Thanksgiving and Praise to Almighty God for the bounties of his Providence and the riches of his Grace."

THE WHALING FLEET DISASTER.—The London Times of the 19th inst., gives prominence in its columns to a letter signed "Arctic," and dated Portsmouth, which is presumed to be written by a member of Captain Nares' Polar Expedition. The writer reviews the reports of the recent disaster to the American whaling fleet in Behring Sea and combats the theory that the seamen who remained on the vessels in the ice must necessarily perish during the winter.

The Centennial Exhibition in Philadelphia was formally closed on the 10th inst., but it has been officially announced that the grounds and buildings will be kept open for the public for the next ten days, as the exhibits will be removed very slowly. The total admissions up to the 8th inst., were as follows: Live stock exhibition, 90,448; main exhibition, at 25 cents, 651,983; main exhibition, at 50 cents, 9,978,532. Total, 7,720,963. The estimated cash admissions for Thursday were 176,756, and Friday 103,474, making a grand total of 8,964,214. The cash receipts from the gates, officially reported, to and including Wednesday were \$3,654,844.

Details of the late battle between General Miles and Sitting Bull's band on the Yellowstone have been received. The attack by the troops which followed a futile parley was successful, and, though but few lives were lost, the Indians became demoralized and retreated precipitately. Taking advantage of the situation, two powerful bands, the Minneconjous and the Sans Arcs, deserted the hostile camp and surrendered to General Miles, giving up five of their principal chiefs as hostages for their good faith.

London advices state that England has proposed a conference of the powers at Constantinople for the settlement of the Eastern question, the basis being the integrity and independence of the Ottoman empire.

The United States Supreme Court has decided that females cannot practice before it as attorneys and counsellors.

The following awards have recently been made by the Court of Alabama Claims: Joseph LeBaro, Provincetown, \$450; John W. Davis, do., \$450.

The ship United States, of Newburyport, Capt. Lunt, which sailed from Liverpool June 27th, for San Francisco, is reported as having been abandoned at sea. The United States was a fine ship of 1,315 tons, built at Newburyport in 1866, and was owned by Charles Lunt and others of that city.

THE ELECTION.

The voting for National and State officers on Tuesday last, notwithstanding the unfavorable weather and incessant rain which prevailed throughout New England, showed a large attendance at the polls.

In this city the total vote for President is 4,148, with large Republican pluralities in every Ward. The aggregates are for Hayes 2,649, Tilden 1,488, and 11 scattering. For Representative to Congress, Crapo 2,454, Day 1,374, scattering 8.

For Governor, Rice 2,013, Adams 1,445, Baker 647, scattering 1, with similar pluralities for Knight, Republican, over Plunkett, Democrat, and Eddy, Prohibition; and for the Republican ticket throughout.

For State Senator, Morse 2,022, Matthews 1,432, Beard 373, scattering 8.

For Representatives, Batchelor 1,374, Buckminster 1,149, Knowlton 1,635, Cornish 906. Republican nominations are elected. Messrs. Shaw, Jennings, Anthony and Hathaway, nominated on the Democratic ticket, received respectively, 712, 733, 841, 786; and the Prohibition ticket, Hawes 153, Bryant 168, Dunbar 202, West 308.

For County Commissioner, Thornton, Republican, 2,619, Gifford, Democrat, 1,330, scattering 10.

For Clerk of the Courts, Borden, Republican, 2,391, Pond, Democrat, 1,457, scattering 2.

For County Treasurer, Pratt, Republican, 2,339, Warner, Democrat, 1,487, scattering 8.

For Register of Deeds, Sayer 4,155, scattering 3.

In Fairhaven the vote for President was for Hayes 370, Tilden 118, Smith 3, with similar pluralities throughout.

In Dartmouth, Acushnet, Mattapaisset and Marion, the Republican nominations have swept the board.

The grand result in Massachusetts gives the Republican Electoral ticket a plurality of some 40,000, and re-elects Governor Rice with about 30,000 plurality. The Temperance, Labor Reform and Greenback votes combined reached only about 12,000. All the Republican State ticket is elected, and seven of the Republican candidates for Congress.

The Senate stands 32 Republicans to 8 Democrats, and the House 178 Republicans to 55 Democrats and 1 Prohibitionist.

The Republican candidates for Congress are elected in all the Districts with the exception of two in the Boston District, and in the Third District, Dean, Democrat, is elected by only 53 votes over Field, Republican. In the Seventh District, General Butler is elected by an overwhelming majority.

Boston gave Tilden 3,300 plurality over Hayes out of a total of 44,130; and Adams 4,220 plurality over Rice, out of a total of 43,850.

In the First Congressional District, Mr. Crapo obtained large majorities in every town. The entire vote gives Crapo 11,320 Day 5,040. Plympton and Carver to be heard from. In the Second District Harris, Republican, plurality over Avery, Democrat, exceeds 4,000.

Of the present Executive Council, Messrs. Baker, Tweed, Whitney and Plunkett are re-elected. The new members are Hon. Francis Childs, who was a member of the Senate in 1864 and '65; Dr. William Cogswell of Bradford; Hon. Joseph A. Harwood of Littleton, who was a member of the Senate of 1875 and '76; and Hugh J. Toland of Boston, who is the only Democratic Councilor.

Francis M. Weld, Democrat, of West Roxbury, a well known Boston merchant, was elected to the Senate by 632 plurality over Frederick P. Moseley, who was an active member of the House for the last two years.

The total vote of Massachusetts in the Presidential Election of

	1860 was.	1864 it was.	1868 it was.	1872 it was.	1876 (about).
1860 was.	169,175	175,487	195,787	192,792	255,000
1864 it was.	175,487	195,787	192,792	255,000	
1868 it was.	195,787	192,792	255,000		
1872 it was.	192,792	255,000			
1876 (about).	255,000				

which is the heaviest vote ever thrown in this State.

THE VOTE OF THE STATE.—The following is the vote for Presidential Electors and Governor, with a few small and unimportant towns, which will not change the results materially, yet to be heard from:

	For Electors.	For Governor.
Cong. Districts.		
No. 1.	13,540	5,269
No. 2.	14,631	9,418
No. 3.	9,365	9,209
No. 4.	8,948	10,602
No. 5.	14,024	11,849
No. 6.	12,457	8,078
No. 7.	12,943	9,139
No. 8.	14,497	12,145
No. 9.	14,104	10,160
No. 10.	11,683	5,524
No. 11.	11,368	9,523
Totals.	128,690	101,838
Hayes's majority.		36,842
Rice's plurality.		27,461
Rice's majority over all.		15,790

THE PRESIDENTIAL VOTE.

The following table shows the vote of each State as it will be cast in the Electoral College:

	Hayes.	Tilden.
California.	6	10
Colorado.	3	6
Connecticut.	4	6
Delaware.	21	6
Florida.	11	11
Georgia.	11	11
Idaho.	3	3
Indiana.	15	15
Iowa.	12	12
Kansas.	7	7
Kentucky.	7	7
Louisiana.	13	13
Maine.	13	13
Massachusetts.	13	13
Michigan.	11	11
Minnesota.	5	5
Mississippi.	3	3
Missouri.	15	15
Montana.	3	3
New Hampshire.	3	3
New Jersey.	12	12
New Mexico.	3	3
New York.	35	35
North Carolina.	10	10
Ohio.	12	12
Oregon.	3	3
Pennsylvania.	22	22
Rhode Island.	4	4
South Carolina.	7	7
Texas.	10	10
Virginia.	11	11
Washington.	3	3
Wisconsin.	10	10
Total.	185	185

From the best information thus far received Rutherford B. Hayes will be installed as President for the next term of four years. There is nevertheless until the returns are counted and the result officially declared, a margin of doubt, but the preponderance is decidedly in favor of the Republicans.

"Little Rhody" has reason to be proud of her day's work on Tuesday last. She gave the largest vote ever cast in the State and gave Hayes over 5,000 plurality. The Democratic boasting about carrying Rhode Island was not well founded.

In New York State the Democratic majority is upwards of 35,000, with a gain of two members of Congress.

It is a singular fact that the Democratic Congressmen in the two Boston Districts were both born abroad, Benjamin Dean being a native of Cilthero, Lancashire, born August 24th, 1824, and Leopold Morse being a native of Germany. Both of these gentlemen have repeatedly been the candidates of the Democratic party for Congress.

The vote of Boston for Mayor Cobb last year was 27,200; the vote cast on Tuesday last was 44,130.

The favorite form of Presidential betting, next to hats, is wheelbarrow rides. Poor fellows who haven't money to bet with, or brains enough to keep them from being ridiculous, have mutually pledged each other to greater or less penance, in trundling. From the uniformity of these bets through Massachusetts, Connecticut, Maine and other New England States, one wonders that they could have gone republican.

The little daughter of an earnest Republican told him a copy of the Hartford Times Wednesday evening and wanted him to explain the picture of one rooster chasing another. The father told her to take the paper away; that he was sick, and didn't want to hear anything more about elections. "But papa," said the young hopeful, "the Republican rooster is ahead."

The New York Herald estimates the average cost of the Presidential election at \$1,500,000 for each of the two great parties.

In the Supreme Judicial Court in Boston on the 6th inst., the following case was heard: Anne Mitchell Macy vs. Town of Nantucket et al. This was a bill of interpleader. The plaintiff alleges that she resides in Nantucket, and is trustee under the Will of Selina Herring, late of Boston, deceased; that she holds the estate under a trust, for the purpose of accumulation during the life of Thomas J. Herring of Boston, son of the testatrix, and upon his death to divide the accumulated funds among the grandchildren of the deceased, by right of representation, except that the share of Roger, the son of the testatrix's deceased son John M. Herring, is to be held in trust to pay the income to said Roger during his life, and the principle to his issue upon his death; that all the grandchildren of the deceased except said Roger are minors, and that all except Hollis M. Herring reside either in Mansfield, or out of the Commonwealth, and that she has been taxed as trustee by the Assessors both of the town of Nantucket and the city of Boston for the year 1875. She prays that the defendants may be compelled to interplead with each other to determine which is entitled to the taxes upon the estate. The city of Boston has filed an answer denying certain allegations of the bill, and admitting others, and containing demurrer to the jurisdiction of the court, on the ground that there is a plain, adequate and complete remedy for the plaintiff at law. There was a hearing upon the demurrer, and the Court made a pro forma ruling, sustaining the demurrer, and the case goes up on an appeal for determination by the full bench. George A. King for the plaintiff, and H. W. Putnam for city of Boston.

The British ship Thesens, from Manila for San Francisco, was wrecked on one of the Loo Choe Islands September 11th, and the captain, first mate, and eight of the crew were drowned.

The crew of the schooner Mary Odell, of Gloucester, Mass., made a big haul of fat mackerel in Barnstable Bay recently. They took from a seine three hundred barrels, which was all that they could handle, beside giving away one hundred and ten barrels to the crew of a Boston schooner and losing several hundred barrels through a break in the net.

Twelve deer were killed last week on the road between Falmouth and Sandwich.

Charles L. Swasey, a clerk in the employ of Henry Poor & Son, 207 Congress street, Boston, drew a check for \$2,300 in the firm's name on November 1st, and then went on a spree. He was arrested and it was found that he had spent all the money in dissipation and on a crowd of leeches, and that he had but a dollar and a half left.

German sea captains have been instructed by a recent imperial decree in relation to their behavior in case of accident at sea. After collision the captain of each is required to give the other vessel and the persons belonging to the assistance possible without danger of moment to his own vessel. The vessels are obliged to remain near each other until they have ascertained that neither wants further assistance.

The American schooner St. George has been seized by Mexican officials at Coatzacoalcas, Mexico, and the master, Capt. Janoy, imprisoned. The mate, writing to Collector Casey, of New Orleans, says that the schooner's papers were correct and had been approved by the Customs officials.

Dr. Slade, the American spiritual medium, has been sentenced to the House of Correction in London for three months.

Martin Farquhar pleads "not guilty" to the charge of having perpetrated much of the "poetry" that has been attributed to him.

Many years ago, when Thaddeus Stevens was practising law in Lancaster, he was employed to defend two bank officers who had been indicted for conspiracy, they having used the funds of the bank in speculation. When the trial was opened Mr. Stevens arose, and, addressing the Court, said: "If it please your honors, presuming there are different degrees of guilt attached to the prisoners, my clients, I move they be tried separately." The Judge consulted for a few moments with his associates, who consenting, the motion was granted, and so recorded. Waiting some time for Mr. Stevens to go on, the Judge, at last becoming impatient, said, impetuously: "Proceed, Mr. Stevens, proceed. We are waiting for you, sir." Mr. Stevens rose deliberately, and, looking round the court-room for a moment, said: "Did your honors ever hear of one man being tried for conspiracy?" Then, waving his hands to his clients, he said: "You can go home; you can go home," and they did go home. The jury were discharged, and the Court adjourned. And for this piece of legal strategy Thad Stevens received \$5,000.

BRONCHITIS AND CATARRH REMEDY.—Salt and water used as a gargle for the throat for bronchitis, and snuffed up the nose for catarrh, will, in most cases, effect a permanent cure. For bronchitis use after each meal and before retiring; for catarrh, as often as the nose becomes stopped up or breathing difficult. A small piece of salt petre placed upon the tongue and allowed to dissolve slowly and run down the throat, will almost immediately relieve bronchitis or sore throat caused by a cold.

The following notes were handed in to a Michigan jury while they were deliberating on a case: "F: If you bring in a verdict of guilty against the accused we will never buy an article of clothing in your store." "C: If you say guilty we will never take another drink at your place."

"T: If you find a verdict of guilty we will never buy a soup tureen at your house."

Among the provisions of the Will of the late Judge Bellows of St. Albans, Vt., is a bequest of \$100,000 in Government bonds to establish a College in St. Albans. Additional to this, he wills his residence here as a site. These securities are to be used as follows: Whenever accrued interest shall equal the principal, \$50,000 shall be used to build or transform the house into a suitable College building, and the remaining \$50,000 becomes a permanent endowment.

In Knoxville, Ill., in 1865, Mr. Baker and Miss Spaulding were married. In 1866 they were divorced. In 1867 they married again. In 1873 they were again divorced, and in 1874 again married. In 1876, again, they have just been divorced.

Sixteen pine-tree shillings bearing the date of 1652 were found in Exeter recently. The finder found them in a load of sand when unloading. They were as bright as they were when coined. They were evidently in a box that was decayed. The sand is being sifted, and fourteen more have since been found.

When a man attains to the age of ninety he may be termed XCdingly old.

A story is told to the credit of the late James Root of East Hartford. In the dark days of the civil war he was found to be overtaxed \$100, but instead of accepting the reduction he said: "The government is in the hour of need, and I am willing to help it; I shall not alter the return."

The towage of a vessel of 1,800 tons at San Francisco costs \$750. Boston ship-owners are intending to establish a tug-steamer of their own at that port.

A lady in New York has obtained \$1,500 damages for personal injuries sustained by slipping into a coal hole opposite the defendant's residence.

A harbor of refuge for the benefit of vessels damaged near Cape Horn is to be founded at Port Desire, by a colony of Scots.

Kerosene is up to 40 cents a gallon, and the mortality among servant girls who kindle fires with it has correspondingly decreased.

10,000 tons of shipping will be put into wharves at Newburyport shipyards during the coming year.

The government paid pensions last year to the amount of \$28,351,599. The total number of pensioners on the roll June 30th, was 234,821 or 2,684 less than the year previously.

New York, with a population approximating 1,000,000, has 5,700 saloons, or one to every 175 of its inhabitants. Chicago, naughty, wicked Chicago, with nearly 500,000 population, has about 2,000 saloons, or one to every 250 inhabitants. Boston, with 300,000 inhabitants, has only 1,200 saloons, or one to every 250 inhabitants. Cincinnati, with about 325,000 population, and its large German beer drinking element, comes pretty close to Baltimore, with 2,100 saloons, or one to every 155 inhabitants, and Philadelphia shows with a population of about 800,000, 2,700 saloons, or one to every 206 of its inhabitants.

The widow of Edward Y. Gilmore of Searsport, Me., has brought a suit against W. H. Mathews, keeper of the Searsport House, alleging that liquor, sold to him by the defendant, was the cause of her husband's death. The damages are laid at \$10,000. A plea of demurrer was argued on Saturday, stating that the acts charged, even if proven, would not entitle plaintiff to recover. The demurrer was overruled and the case goes to the law court.

A Mendon, Vt., man recently traded horses nine times in one day. At night he found himself the possessor of the same horse he started with in the morning, \$45 in money, a \$25 watch, a double-barreled shot-gun and four bushels of potatoes, all the result of his series of trades.

ABOUT BOILING EGGS.—There is an objection to the common way of boiling eggs which people do not understand. It is this: The white, under three minutes' rapid cooking, becomes tough and indigestible, while the yolk is left out. When properly cooked, eggs are done evenly through like any other food. This result may be obtained by putting the eggs into a dish with a cover, as a tin pail, and then pouring upon them boiling water, two quarts or more to a dozen eggs, and cover and set them away from the stove for fifteen minutes. The heat of the water cooks the eggs slowly and evenly, and sufficiently, and to a jelly-like consistency, leaving the centre or yolk harder than the white, and the egg tastes as much richer and nicer, as a fresh egg is nicer than a stale egg, and no person will want to eat them boiled after trying this method once.

A Marysville, Cal., man has for some time been depositing \$5 in a bank every month, that his dog and his mule might have something to live on in case of his death. As the dog died a few days ago, the mule is now sole heir.

The heirs of William Penn now receive from the British government and are to receive "forever" \$20,000 a year, in compensation for their proprietary rights to Pennsylvania. The London Echo suggests that "considering the very dubious claim the old Quaker ever had to the State which bears his name, and that it is now the Great Republic's, it might not be impertinent to suggest that the United States Congress should take the liability for the pension with other privileges attaching to it."

Thirty-two young couples of Bohemian Czechs were married in New York recently. No priest in this country could perform the service in the Czech language, and the Right Rev. Mr. Hobeček was brought over from Prague for that sole purpose. One service answered for them all, and after it was over, there were loud lamentations by the mothers of the brides, followed by the distribution of bread and salt to all present. The young people are late arrivals, and are members of the Czech colony of glass blowers and cigar manufacturers in New York.

A new Fifth avenue residence has just been completed which cost \$200,000 for the land and \$300,000 for the structure. Mr. Frederick W. Stevens is the owner. This is more than the total valuation of some towns in Massachusetts.

A Springfield gentleman proposes through the newspapers to be one of 100 persons to pay \$1,000, one of 100 to pay \$500, or one of 100 to pay \$150, for the purchase of winter apples, to be distributed by the barrel to the deserving poor of that city.

Trials never come singly. It was only last week that we learned that the coal supply would be exhausted in a little over 9,000,000 years, and now the news comes that the planet Vulcan is lost. The Norwich Bulletin can hardly think that any one would be mean enough to steal Vulcan, but the nights have been dark lately, and there are a good many tramps about. Quem sabet?

The New South Wales wool fleece this year will yield some 125,000,000 pounds of wool, which at 25 cents a pound would give a result of \$31,250,000.

A young man, 19 years of age, named O. E. Moser, of New York, was so charmed by the appearance of a lady whom he met at his father's residence for the first time on Friday week, that he became temporarily insane from love and behaved with so much violence that he was sent to the lunatic asylum the next day.

Nearly a million dollars worth of cod liver oil will go to Britain from Newfoundland this year. The bulk will be 1,250,000 gallons, seemingly enough for all the consumptives in the world.

CREW LIST OF VESSELS SAILED

Schooner Pedro Verela, Capt. Anthony P. Brenton, sailed from this port November 6th, 1876, for the Atlantic Ocean. The following persons compose her crew:

Manuel Joseph, first mate; Edward Brayton, second mate; King Fary, Antonio Veara and Antonio Lewis Souza, boatsteers; Frank F. Brown, steward and shipkeeper; Jose P. Manco, cook; Domingos Antonio, John Gamina, Jose Dufrada, John Gomez, Florian Antonio, William Johnson, John Victorine, Manuel Victorine, Frank Desmond, Joaquim Leal Mendes, Jono Maria DeMica, Antonio Joseph Frates and Jose Antonio, all of New Bedford, seamen.

Ship California, Capt. George F. Brightman, sailed from this port November 8th, 1876, for the Pacific Ocean. The following persons compose her crew:

Henry P. Taber, of New Bedford, first mate; Tristram A. Weeks, of Gay Head, fourth mate; Isaac Harris, New Bedford, James S. Riley, do., and Henry Mahon, Brockton, boatsteers; Edmund F. Weeks, New Bedford, shipkeeper; Albert A. Green, do., cooper; Maurice Bernard, New York, steward; Charles Sanders, New Bedford, cook; William G. Cranston, do., Albert Santo, do., Manuel Salvador, do., Antonio Joseph, do., John Sommer, Copenhagen, Harry, Fortuna Island, Manuel R. Pereira, Pico, Antonio DeAranja, St. Jago, Luiz DaCosta, do., Joaquim Tema, St. Nicholas, Henri DaCosta, Bravo, Frederich Schroeter, Falmouth, L. H. Littlefield, Brockton, and Frank F. Gun, do., seamen.

Bark Seine, Capt. Henry Clay, sailed from this port November 9th, 1876, for the Atlantic Ocean. The following persons compose her crew:

Horace Sherman, of New Bedford, first mate;

Whaler's Shipping List,

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY

MORNING NOVEMBER 21, 1876

NO 40.

The Whaler's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY E. P. RAYMOND,

8 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance.

No paper will be discontinued until

all arrears are paid, except at the option

of the publisher.

Advertisements inserted at 50 cents

per square for the first insertion, and 25

cents per square for each subsequent inser-

tion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive cir-

culation in the principal cities and towns

in New England, rendering it a valuable

medium for advertising.

A complete list of American Whaling ves-

sels with the latest report from each, is con-

tained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 81 Race Church

Street, London, England, E. C.

W. G. & CO., Honolulu, Sand-

wich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of

arrival, and the amount of Oil and Whale-

bone brought by each vessel.

His. Bls. Bone.

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JANUARY.

By Railroad, N. B., 101, 408

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N. L., 101, 408

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Colon, N. Y., 101, 408

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THE

New-York Times.

A Political, Literary, and General

Newspaper.

DEVOTED TO REFORM IN

MUNICIPAL, STATE, AND GENERAL GO-

VERNMENT.

ESTABLISHED 1851.

In 1876 The New York Times will complete

the twenty-fifth year of its existence.

Throughout a quarter of a century it will

have remained true to the objects and aims

for which it was founded. It has held

the first place in the house-

hold; it has endeavored to stand on all oc-

casions by the side of truth and justice;

and it has advocated political principles

only when they were certain to promote

the honor and welfare of the country.

As a family paper, The Times has, away

borne a very high reputation throughout

the United States. It is free from all ob-

jectual advertisements and reports, and

under no circumstances whatever are "per-

sonal" announcements, or questionable en-

quiries, allowed to appear in its columns.

The disgraceful lures of quacks and medical

pretenders, which pollute so many news-

papers of the day, are not admitted into

the columns of The Times on any terms.

The paper, moreover, has always resisted

the communistic theories advocated by

mischievous journals and has opposed those

attacks on the family as the basis of So-

ciety which are frequently made, and which

have led to so much misery and crime.

As a political journal, The Times will be

devoted, as in the past, to a discriminating

support of the Republican Party, while it

reserves the right of expressing independent

opinions upon the measures or policy of

any Administration, or upon the course of

any leaders. Its attitude is that of inde-

pendence within the Republican Party, for

in that way can the interests of the people

be most efficiently served. Party govern-

ment is essential to a constitutional country

and when journals profess to have "no party

" it is because they have no principles.

The Times is faithful to the convictions and

aims upon which the Republican party is

based, but it is not the mouthpiece of a

clique. It was not originally established

as an "organ," nor has it ever asked for or

received any "favors" whatever from the

party with which it has been identified. It

has supported the Republican Party in the

past often at its own risk and loss, and

always because it believed that party to

be founded on sound and patriotic principles.

But its support has been freely and impar-

tially rendered, and it will never consent

to serve as a mere instrument for the

decrees of politicians. It will adhere

closely to these principles in the important

canvasses which will shortly engage the

attention of the people of the whole country.

Spontaneous are at stake, and it will need

all the force of the press to sustain the right

side. The Democratic Party is substantially

for infidelity, which is avowedly the first

step toward ruin. The Republican

Party is in favor of a return to the public

payments, by safe and judicious methods,

and of keeping faith with the national creditor;

and thus of preventing widespread ruin

and irreparable national dishonor. The

issue alone would lead The Times to stand

firmly by the Republican Party. The Demo-

cratic Party now boasts loudly of its "Re-

forming" policy, but what Reform? In New

York, and a party of infidelity and re-

publican in other States its professions are

of little value.

In the Presidential canvasses, The Times

will strive to get the best candidates nomi-

nated and afterward to render them a hearty

support. It will take no part in personal

inquiries, but will ever be ready to defend

leaders and candidates who are true and

representatives of the people.

Its Editorial Columns will be conducted

in a spirit of fairness and impartiality, free

alike from self-interest and passion, political

jobbery, or the influence of any party.

The Sunday edition of The Times includes

in addition to all the news, selected and

"Has Not Since Been Heard Of."

Blow, blustering Wind! thy loud alarms

Have got no terrors for me;

Thy gales will wait to my longing arms

My darling over the sea,

Bluster thy might, thou lusty wight,

I've never a thought for thee!

When first we parted, my darling and I,

The gentle breeze I care'd,

And gazed in fear on a stormy sky

As I witness'd the tempest burst,

And the breakers roar on the dread lee shore,

Or a bark by the billows toss'd!

But now I welcome the wind that brings

My love ever nearer home;

Though sea-birds strive with quivering wings

To battle the rising foam.

But blow, oh, gale, and fill the sail;

No more shall my darling roam!

The sea is speaking! The distant main

Is scann'd by an anxious crowd;

And with a terrible shuddering pain

Many a head is bow'd!

But what care I—my darling nigh—

For fisher-folks' weary load!

The sea is silent! A strange and tale

I write on the pobby strand!

Why do the storm-waves faces pale,

While some of the fisher band

In sympathy point silently—

There's drift on the "Shivering Sand!"

"Speak out, man, speak! what dost thou say?"

Gone down—all hands—all gone!

Not one permitted to see the day—

Never a glimpse of the sun!

The ship!—her name? No, not the same—

It cannot have been that one!

Oh, Sea! what terrible deed is thine;

My love hast thou cast away?

Lies she deep in yon treacherous brine,

A toy for thy monsters' play?

No tidings yet! from rise till set,

Wearily drags the day!

—London Society.

A True Story of Peril.

When I was bowman of the lar-

board, or chief mate's boat, in the

Druid, we lowered one afternoon in

chase of a school of "sixty barrel

bulls" on what was known to the

initiated as the "Middle Ground," between

Australia and New Zealand. We made

fast to one of the whales, a lively fel-

low, who ran us some thing of a dance

before we succeeded in giving him his

death wound.

But, all this time, our steed had

been running us to leeward, and mean-

while the captain had struck another,

and the ship kept her luff, so as to

support the windward boats. The

second mate also kept near the cap-

tain, and when our whale went in his

"furry," which was not until nearly

sun-down, we could make out from the

maneuvers of the ship that the boats

were to windward of her. At such a

distance from us, they were invisible,

owing to our low position on the

surface of the sea; but those on board

the Druid, one of whom remained

constantly at the masthead, had the

run of us all, at least so long as day-

light continued.

The sun was just dipping, when

we got a hole cut in our whale's

rib, and a strap rove for towing. A

dark cloud-bank was settling down in

the weather horizon, out of which a

strong wind might be expected at

short notice. An attempt, with a

single boat, to tow the whale to

windward, would be sheer folly; there

was nothing for us to do but to either

give up our prize or to wait the move-

ments of the ship. We saw her stand

until half down, then tack, and soon

after haul the courses up, and swing

the head-yards aback, a signal that

she was about taking the captain's

whale alongside. Some hands were

aloft at the same time, securing the

light sails, and the topsails were

allowed to run down on the cap.

NOVEMBER 21, 1876.

OFFICE OF THE

Atlantic Mutual Insurance Company.

NEW YORK, January 24th, 1876,
The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1875.

Premiums received on Marine Risks, from 1st January, 1875, to 31st December, 1875, . . . \$5,840,021.85
Premiums on Policies not marked off 1st January, 1875, 2,465,372.85

Total amount of Marine Premiums. . . \$8,295,394.70

No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.

Premiums marked off from 1st January, 1875, to 31st December, 1875 . . . \$6,128,134.61

Losses paid during same period 2,712,068.01

Returns of Premiums and Expenses. . . 1,217,477.25

The Company has the following ASSETS, viz.:
United States and State of New York Stock, City, Bank and other Stocks. . . \$10,314,940.00
Loans secured by Stock and otherwise. . . 2,544,200.00
Real Estate and Bonds and Mortgages. . . 287,000.00
Claims, and sundry notes and claims due the Company, estimated at. . . 454,037.92
Premium Notes and Bills Receivable. . . 2,076,360.00
Cash in Bank. . . 363,402.41

Total amount of Assets. . . \$16,019,940.83

Six percent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives on or after Tuesday, the first of February, 1876.

The outstanding certificates of the issue of 1875, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of Forty per cent. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.

By order of the Board.
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones, William H. Webb,
Charles Dennis, Gordon W. Burnham,
W. H. Moore, Frederick Channing,
Henry Colt, Charles F. Burdett,
Lewis Curtis, Francis Skiddy,
Charles H. Russell, Robert B. Minturn,
Lowell Holbrook, Robert L. Stuart,
Fernald Phelps, James G. DeForest,
David Lane, Adam D. Sackett,
James Bryce, Charles D. Leverich,
Daniel S. Miller, Charles H. Marshhall,
William Sturgis, Adolph Lemoine,
John Elliot, George W. Lane,
William E. Dodge, Alexander Blake,
Josiah O. Low, Thomas F. Youngs,
C. A. Hand, Horace Gray,
James Low, Winthrop G. Ray,
John D. Lowell, Samuel Hutchinson,
Edmund W. Corlies.

JOHN D. JONES President
CHARLES DENNIS Vice-President
W. H. H. MOORE, 2d Vice-President

feb 17 '76

RICHARD S. HOWLAND, SHIPPING AND COMMISSION MERCHANT, No. 313 Davis Street, SAN FRANCISCO, California.

P. O. Box 382.

REFERENCES:
George & Matthew Howland,
Ivory H. Bartlett & Sons, } N. Bedford
William W. Crapo, Esq., }
Charles Brewer & Co. Boston.
Owen & Clark, Providence.
E. A. Manliac, 4th Nat. Bank, New York.
mar 29 '76

J. C. MERRILL & Co., SHIPPING AND COMMISSION MERCHANTS 204 & 206 California Street. SAN FRANCISCO, CAL.

Particular attention paid to the sale of Merchandise, purchasing and shipment to California and Oregon. Produce, chartering of vessels, effecting Insurance, &c.
Liberal terms made on consignments.

REFERENCES TO:
William J. Retch,
Leander A. Plummer,
James D. Thompson,
William H. Matthews,
Weston Howland,
George Barney,
Edmund Morgan,
S. Griffiths Morgan.

sep 29 '76

J. E. BLAKE & CO., Druggists and Apothecaries

With care and attention to business, and (as we trust,) with the reputation of honest and fair dealing, supported by a long business experience, we hope to merit and receive a fair share of public confidence and patronage.

Our stock, which we intend shall be both the largest and most complete in this section, comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their Prescriptions Prepared only by Competent and Careful Persons.

And in all things it shall be our constant aim to gain the confidence and esteem of our patrons.

MR. ISRAEL H. SHURTLEFF remains with us, and will be pleased to see all his old friends and hosts of new ones at the old stand.

J. E. BLAKE & CO., 4 North Second Street, cor. Middle

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THE subscriber flatters himself that his
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SEXTANTS, QUADRANTS, SEXTANT GLASSES
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manner, and on reasonable terms.
All orders thankfully received and
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The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, NOV. 21, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending November 20, 1876.

	Bls.	Dls.	Lbs.
New London.		550	6,500
Bark Niles, do. on freight,		310	4,500
Total		860	11,000
Previously,		37,026	31,972
From Jan. 1, to date,		37,026	31,972
Same time last year,		36,383	30,782

Exports for the week ending November 20, 1876: sp. wh. bone.

	Bls.	Dls.	Lbs.
Previously,		18,492	9,873
From Jan. 1, to date,		18,492	9,873
Same time last year,		19,288	10,572

NEW BEDFORD MARKET.
For the week ending November 20.

SPEERM.—The market has been quite active since our last, and sales were made of 2,700 bls. in parcels, at \$1.40, for export; 300 do. at \$1.40 and 300 do. at \$1.42, for manufacture.

WHALE.—Is very quiet and we have no sales to report.

IMPORTATIONS.

Per bark Niles, at New London, 15th inst., from Cumberland Inlet—250 bls. whale oil and 4,000 lb. whalebone, from brig Isabella; 60 bls. whale oil and 600 lb. whalebone, from schooner Helen F., to Haven, Williams & Co. New London.

LETTERS.

A letter from Capt. Potter, of ship Emma C. Jones, of this port, dated Panama, October 31st, reports that he has taken 650 bls. sperm oil this cruise—900 all told; was to ship oil. Reports, no date, on Off Shore Ground, bark John P. West, Manchester, New Bedford, with about 500 bls. sperm oil this season; July 19th, spoke ship James Arnold, Wilson, do. with 1,200 bls. oil—bound to the Westward; September 4th, ship Niger, Hallett, do. with 1,800 bls. oil all told; 19th, bark Sea Breeze, Barnes, do. with 80 do. sperm and 400 do. humpback oil; 28th, ship Jirish Ferry, Chase, do. with 50 do. sperm since leaving Panama.

A letter from Capt. Lake, of bark Nauticus, of this port, reports her off Calcutta on September 23d, having taken 325 bls. sperm oil since last report. Reports September 2d, bark Maria, Allen, New Bedford, nothing this season; 10th, Mary and Susan, Handy, do. with 100 bls. sperm; Morning Star, Lewis, do. 130 do. and had heard from her since cutting a whale. Capt. Lake had landed at Calcutta, Frank Thomas, a boatsteerer, sick.

A letter from Capt. Turner, of bark Napoleon, of this port, reports her at Valparaiso October 11th, having taken 500 bls. sperm oil since last report. She was leaking four feet below copper line, caused by a blow from a whale.

A letter from Capt. Flanders, of bark Sea Ranger, of this port, reports her at Teneriffe, October 25th, having seen nothing since leaving Fayal, bound South and expected to be at St. Helena in April.

A letter from Capt. Ellis of bark Swallow, of this port, reports her at Fayal October 1, with 325 bls. sperm oil all told.

A letter from Mr. Abbott F. Smith, of this city, who arrived at Teneriffe on board bark Sea Ranger, reports that the ship had had rugged weather. The Sea Ranger and Atlantic had lost their bow boats, the Cape Horn Pigeon had been knocked down, but righted and arrived there all right. He makes no report of oil.

A letter from Capt. Downs, of bark Petrel, of this port, reports her at sea, August 29th, with no oil since last report in May; bound to the Coast of Arabia; expected to be at Mahe by the middle of December; at Cape Town in January; then to cruise off St. Helena, and be at home by the middle of May. Reports at sea, August 29th, bark Linda, Stewart, Wilson, and Platina, Howland, New Bedford, no oil since last report; bark John Dawson, Babcock, do. left the week before for the Coast of Africa; bark Callao, Crawford, do. was cruising in the same vicinity as the Petrel.

A letter from Capt. Manchester, of bark John P. West, of this port, reports her at sea October 1st, having taken about 500 bls. sperm oil this season—1,000 sperm all told. Reports, no date, bark Sea Fox, Hamblin, New Bedford, 800 bls. oil; Abraham Barker, Thatcher, do. 160 sperm and 70 whale.

A letter from the first officer of bark Marcella, Tripp, of this port, reports her at Brava, C. V. I., September 26th, clean. Spoke September 15th, lat. 23 33 N., lon. 25 W., bark Pioneer, Tripp, New Bedford, nothing since leaving Barbadoes.

British bark W. A. Farnsworth, (formerly bark Lapwing, of this port), 325 tons, has recently been purchased in New York by Capt. William Lewis, of this city. She is to be fitted at this port as an Arctic whaler, and will sail for Honolulu to be placed under the Hawaiian flag.

ANOTHER WHALER GONE.—A dispatch dated Lisbon, November 6th, says the United States bark Spartan, had been condemned at St. Michaels and sold.

Bark Spartan, of this port, was reported at St. Michaels, October 8th, clean. She sailed from this port May 12th, 1875, and has sent home on the voyage 380 bls. sperm oil. Previous to putting into St. Michaels she encountered a gale of wind with a whale alongside, and lost it, and was badly damaged.

SCRIBNER'S MONTHLY for December is brilliantly illustrated, and furnishes the usual fund of entertainment to its readers. Donald Mitchell's account of Lafayette College shows favorably of the course of instruction in that institution. Mr. Albert Rhodes has a timely article relating to our Diplomats and Consuls. Mrs. Hale's "Philip Nolan's Friends" is continued, and Dr. Holland introduces the first installment of "Nicholas Minerva." Eugene Schuyler's book on Turkistan is summarized with copious illustrations; Charles Dudley Warner chats about Constantinople; and "A Peculiar Case" by James T. Fields; "Topics of the Times," and the usual variety of minor articles contribute to render this an attractive number. Published by Scribner & Co., 743 Broadway, New York.

THE NEW RAILWAY ENTERPRISE.—At the meeting in Middleborough on the 18th inst., for devising additional railroad facilities in Bristol and Plymouth counties, the towns of Duxbury, Plympton, Pembroke, Carver, Wareham, Marion, Lakeville, Middleborough, New Bedford and other sections were represented. Hon. Stephen M. Allen, of Duxbury, chairman, explained the situation of affairs and criticised the Old Colony in its management of the Duxbury and Cohasset Railroad. Resolutions were adopted favoring additional railroad facilities and the construction of a road from Plympton station or by the extension of the Duxbury and Cohasset railroad from Kingston either to Middleborough with the ulterior purpose of reaching New Bedford by an independent line hereafter, or else by way of Carver to Tremont, there connecting with New Bedford via the Fairhaven branch. A committee of eleven was appointed to confer with the towns of Plymouth, Duxbury, Marshfield and Scituate, stockholders in the Duxbury and Cohasset, the Old Colony, and the Boston, Clinton, Fitchburg and New Bedford railroad companies, and in co-operation with any or either of those respective interests to decide upon some expedient plan. The committee consists of George T. Stearns of New Bedford, Albert Alden, George C. Sullivan, and Horatio Barrows of Middleborough, Charles G. Davis of Plymouth, Isaac Sampson of Lakeville, P. McFarlin of South Carver, H. B. McLaughlin of Duxbury, James M. Whitman of Pembroke, William Perkins of Plympton and S. C. Phinney of Marion.

THE CENTENNIAL EXHIBITION in Philadelphia has aggregated cash receipts of nearly \$3,850,000. The actual working expenses have been nearly \$1,850,000, thus leaving from admissions alone an excess of \$2,000,000, to which is to be added large sums realized from concessions to corporations and individuals to dispose of specialties on the grounds, as for instance \$3,000 paid by the pop-corn man; \$50,000 by the lager-beer men and \$100,000 by the official Catalogue Company for the exclusive right to sell their guide to the exhibits. These large receipts will swell the grand total of receipts to an amount as may well make the stockholders feel happy, who hope for a dividend of at least 80 per cent. The Exhibition was open for 129 days, and the number of strangers who have meanwhile visited Philadelphia is estimated at three millions. The average attendance at the Exhibition was about 50,000 a day. The great bugbear is the United States government, as it is feared the \$1,500,000 obtained from it will have to be paid first, in which case those parties who have subscribed their Centennial stock to the scheme for the permanent Exhibition will hardly realize the hoped for eighty per cent.

The attendance at the Exhibition compared with international exhibitions of other countries shows the following:

Years.	Place.	No. of Visitors.	Receipts.	Days
1851—London.....		6,039,193	\$2,500,000	141
1855—Paris.....		5,162,330	646,000	200
1867—London.....		6,211,108	2,300,000	171
1874—Paris.....		10,899,000	2,824,000	210
1875—Vienna.....		7,254,687	2,600,000	186
1876—Philadelphia.		9,907,125	2,850,000	159

The following table exhibits the number of guests at all the Centennial hotels in West Philadelphia since the opening of the Exhibition.

	Average.	Total.
Globe.....	1,400	200,000
Grand Exposition.....	1,550	196,000
Atlas.....	1,200	175,000
Transcontinental.....	1,100	160,000
United States.....	500	125,000
Congress Hall.....	600	180,000
Aubrey.....	300	50,000
Channing.....	275	50,000
Westminster.....	160	20,000
Belmont.....	400	30,000
Grand Villa.....	225	24,000
All others.....		114,000
Grand total.....		2,864,000

HARPER'S MAGAZINE for DECEMBER, 1876, which commences its fifty-fourth volume, is not only an especially attractive number, but is also distinguished by the unusual variety and interest of its contents. The number is embellished with more than eighty exquisite engravings. The descriptive illustrated papers treat of Genoa and its celebrities, living and dead; the Philippine Islands; recent important ethnological discoveries in Tennessee; and the social life of the Knickerbockers of New York two hundred years ago. Fort Crayon's illustrated paper on "Boys and Girls" is in his characteristic style. Two of the illustrated contributions are poems. "The Book of Gold," and "At Two Score." The most important feature of the number is Mr. Gladstone's main letter, explaining his attitude toward this country during the late war. There is a very large audience in America that will regard with the greatest interest this communication from England's wisest statesman. His letter is followed by a timely poem from Bishop Cox on "England and America." In fiction this number is brilliant. R. D. Blackmore begins a new novel, entitled "Errema; or, My Father's Sin." In the current number of a "Woman-Hater" there is an exceedingly entertaining chapter touching upon the subject of women's higher education.

For sale by Edwin Dews.

R. JEROME EBERTS, the well known newspaper correspondent, traveler, and Indian fighter, known in the far West as "Buckskin Bob," having fallen heir to a snug fortune, left New Bedford on Saturday afternoon for Detroit, his former home. On Friday evening Mr. Eberts was the recipient of an elegant cane, presented by a few of his many friends, made during his stay in this city. Mr. Eberts will sail from New York January 6th, for Constantinople as war correspondent for New York Sun.

May his guiding star remain as bright as the Sun, which shines for all.

FATAL ACCIDENT.—On Saturday morning last, Mr. Robert H. Auld, rigger, while at work on board bark Mercur, fell from aloft and was instantly killed. His age was 49, and he leaves two children and no other relatives in this country.

THE BRITISH ARCTIC EXPEDITION.—Mr. Richard A. Proctor concludes an article written for the London Echo as follows: "For a time we shall have it said that this is the last effort men will make to reach the Pole, or to explore the regions which lie beyond the whale fisheries; but we believe many years will not have elapsed before fresh expeditions will set forth. Other routes still offer some promise of success to expeditions so well provided as was this one. And though we now know certainly that no results of commercial value can by any possibility be obtained from such voyages, the consideration will not avail—If past experience can guide us toward an opinion respecting the future—to prevent the more enterprising among our seamen from urging those in authority to send them forth yet again into the polar domain. It may be that the Antarctic Seas will take their turn next. Much of interest is still to be learned respecting those even drearier than Arctic regions. There will be a transit of Venus in the Antarctic Summer of 1882, and it is not impossible that the Admiralty may resume the hopes they once entertained of finding Antarctic stations for observing that event. So much was done in response to my own appeal for Southern observations of the last transit, that if the Admiralty itself urged the claims of science in this respect for the next transit, we may well believe they would be favorably heard by Government. Although I reasoned (and succeeded in convincing the authorities) that the earlier transit was the better of the two for Southern observations, yet the later transit, to which originally they directed their sole attention in this respect, should not therefore be neglected. The opinion of experienced Arctic voyagers and officials that Antarctic stations could be occupied in 1882 remains still before the world, and it would be by no means unsatisfactory to the world of science if they would show in a practical way that they were in earnest in expressing that opinion."

PRESIDENTIAL CONTESTS.—The New York Tribune gives the following historical retrospect:—Five Presidential elections in which the vote of some one State might have changed the result occurred out of the 22 from 1789 to 1872. In 1796, when the State Legislatures chose the electors, Adams had only a majority of two over Jefferson, the vote being 71 to 69. In 1812 President Madison was chosen over De Witt Clinton by 128 to 89. In this contest the vote of either Pennsylvania (23) or Virginia (23) would have made De Witt Clinton President. In 1834 the full electoral vote of New York (34) would have given Andrew Jackson a majority of all the votes cast. As it was he received only one vote from this State, and the election devolved upon the House of Representatives. The contest in 1844 was exceedingly close. Polk received 170 votes; Clay, 105. The loss of New York (34 votes) was fatal to Henry Clay. Polk's plurality in this State was only 5,106—so that a change of 2,554 votes would have secured the election of Henry Clay with all its eventual consequences. At the sixteenth Presidential election (1848) the vote of New York (34) or Pennsylvania (24) would have given Cass a majority over Taylor. Buchanan won in 1856 by 32 votes. Without the aid of Pennsylvania he would have had only 148 votes—the exact number necessary to a choice. Had Pennsylvania gone Republican in October, his defeat was inevitable. Lincoln received, in 1860, 180 votes, against 123 for his opponents. Notwithstanding his great plurality, he needed the vote of New York to give him a majority of all the votes cast. Henceforth small as well as large States may deem themselves of great account.

THE PRESIDENTIAL ELECTION yet remains a moot question as to its result to the parties confidently claiming the casting vote, but as we said last week, with a preponderating probability in favor of the Republican electors. There is wisdom and sober sense in the following paragraph from the New York Nation:—"The duty of all good citizens now, however, both North and South, is to give that highest proof of political capacity, which consists in ability to hear patiently the errors of administrators and the omissions of legislators, and to remember that the success of this Government and the happiness and prosperity of the people do not depend on any one election or any one President. If the next President does not obtain his place in a satisfactory and fair manner, do not let us get in a passion over it. Such things will happen now and again under all political systems, and the value of frequent elections lies in the fact that each supplies a remedy for the faults or misfortunes of the preceding one."

England is making active preparations for war. It is suggested as possible that a British army corps will soon occupy Constantinople, the object being not to interfere between Russia and Turkey, but to protect Constantinople and the Dardanelles from capture by the Russians.

The Times leader sums up the latest phase of the situation as follows: "On Turkey's decision to-day in regard to the conference hangs the question of peace or war."

There may be war even though the conference meets, but it must be taken that Turkey's refusal to participate in the conference would be considered as her acceptance of war.

In Fall River the Anawan Mill has again started up, after a shut down of a dozen days or so, on account of the lowness of the water. About half of the machinery is running. The Metacomet is also running about one-half, owing to the alterations being made by which the full mill will be run by steam.

A BENEVOLENT LADY.—The Will of Eliza Powers, just filed in the Probate Court in Boston, makes bequests to various societies and institutions aggregating above \$100,000. Among them are—\$50,000 to the American Unitarian Society; \$5,000 each to the Boston Young Men's Christian Union, Grantville Unitarian Society, Boston Female Orphan Asylum, Boston Farm School for Indigent Boys, Boston Marine Society, Children's Mission to the Destitute, Massachusetts Society for Prevention of Cruelty to Animals, and Channing House in Boston. Miss Powers was a native of Boston, formerly a member of Dr. Channing's Church and more recently of Rev. Dr. Putnam's. She was 82 years of age at her death.

Miss Mary Fletcher, to whom Burlington, Vt., has already granted cause for gratitude, has just given \$150,000 to found a public hospital, bearing her name, in that city—\$50,000 for buildings and \$100,000 for a permanent endowment.

THE PULAMAN COMPANY report shows that it has increased its stock of cars from four hundred and twenty-two to four hundred and fifty-one during the year. The average cost reported for the whole stock is \$18,500. The earnings were at the rate of \$4,411 per car, and the expenses \$1,743, leaving net earnings of \$2,668 per car. The gross earnings are at the rate of about \$200 per berth per year, which indicates that the berths are let on the average about one-third of the nights in the year. The expenses of maintaining upholstery and bedding was \$299 per car. The investments of the Company in other sleeping cars lines apparently enabled it to earn \$552,894 at an expense of \$190,567, leaving a balance of profit amounting to \$362,327, which is at the rate of 104 per cent. The Company pays eight per centum dividend.

The total population of Massachusetts according to the census for 1875, is 1,651,912, a gain in ten years of 384,881, or about 30 per cent. against 12 per cent. gain in the previous two years. There are 794,383 males, and 857,529 females, or 62,146 more females than males. Of the whole population 351,113, or 21 per cent. are legal voters. There are 255,518 occupied and 11,705 unoccupied dwellings, or a total of 267,223 dwelling houses in the State, and 359,000 families. Of the population 54 per cent. are single, and 39 per cent. are married. The average age of all living males is 27 years 6 months, and of females 26 years 10 months. Of the whole population of the State, 1,655,620 are white and 16,292 colored.

Information has been received of the death of Eliza Morse in California, at the age of 104 years. Mr. Morse was formerly a resident of Methuen, Mass., but left that town many years ago. He accumulated property to the value of \$4,000,000 in California, and died intestate. Notification of his death has been received by the authorities of Methuen from California, with a request that Mr. Morse's legal representatives, if any such be living, prove their claim to his estate.

LIFE-SAVING STATIONS.—There are 119 life-saving stations on our coast from Maine to Florida, 31 on the lakes and 8 on the Pacific, employing 1,100 men. The coasts of New Jersey, Long Island and North Carolina are the most dangerous. Each keeper gets \$200 a year, and they have saved 3,168 lives in the last four years.

The ship United States, Capt. Lunt, of Newburyport from Liverpool for San Francisco with a cargo of 1,700 tons of coal was found to be on fire September 17th from spontaneous combustion of the cargo, and after laboring in vain to prevent the flames from bursting out, the British ship Yarmouth hove in sight, and kindly took off the officers and crew, and the vessel was abandoned. The crew were landed at Callao, and Capt. Lunt returned to Boston via Panama, on the 18th inst. The vessel was owned by Mr. Charles Lunt, and is only partially insured.

In the United States Supreme Court in Washington, in the course of a decision in a bankruptcy case, Justice Bradley gave a very strong opinion upon the question of States' rights and the relations of the States to the General Government. The drift of it may be seen from the following sentence:—"The laws of the United States are as much the law within the several States as the State laws are. The United States is not a foreign power with respect to any State in this Union."

The American Bible Society has made provision for extending its work in South America by the appointment as agent for Brazil of the Rev. A. L. Blackford, who has been long engaged in the service of the Presbyterian board as a missionary at Rio Janeiro. The receipts of the Society for October were \$36,701.82; copies of Scriptures issued, 44,572.

The attempt to break Stephen Girard's Will in the interest of street-straightening and land-speculating schemes, has failed. When the city of Philadelphia accepted the property it agreed to keep it unbroken, and the Court holds that it must fulfil its agreement.

Twenty-five hundred bales of cotton, twenty empty cars and twenty cars loaded with freight were burned at the cotton yard of the Georgia Central Railroad in Savannah on the 13th inst.

The capital stock of the Potomaps Mills Company of this city, is now \$600,000, and the Directors propose to build a new mill if \$600,000 additional is taken. They petition for authority to increase the capital to \$1,500,000, but do not intend to issue the whole at present.

Arctic explorers have discovered that the length of a polar night is 142 days.

The treasury department at Washington now holds \$346,737,800 in United States bonds to secure the circulation outstanding of the national banks, and \$10,153,000 to secure public deposits. The national bank circulation at the present time amounts to \$320,581,338 of currency and \$3,098,190 of gold notes. The banknotes presented at the Washington bureau for redemption last week aggregated \$3,002,000.

It is said that the total railway lines now in operation in the different countries of the world would reach fourteen times around the globe. The United States has 75,595; Great Britain, 66,101; Russia, 34,814; France, 30,779; and the German Empire, 18,889.

At the present time the railways of Great Britain represent a nominal outlay of nearly \$3,280,000,000, and those of the United States \$3,800,000,000. Besides these sums France has spent about \$2,000,000,000, Germany about \$1,000,000,000, and Russia about \$1,250,000,000.

It is roughly estimated that 5,000 Western girls have taken husbands this year for the only earthly reason that they were thereby enabled to visit the Centennial at somebody else's expense.

It is claimed that the earnings of the Pennsylvania railroad from passenger traffic during the Centennial season have been without precedent in this country, England or France.

Another indication of the revival of business in New England is the recent passage through Newport, from Canada, of 300 emigrants, who had been engaged to work in factories in Massachusetts and Connecticut. The tide of such travel has been generally the other way the last few months.

The Alabama Claims Court at Washington stands adjourned to December 13th, to allow counsel to prepare cases for the third and final call. The amount involved in the cases remaining to be tried is \$1,292,932.

Samuel F. Besse of Wareham, who has just completed a three years sentence in the State Prison, has been arrested in Wareham and held in \$2,000 for trial for subsequent robberies.

The Gloucester mackerel fleet are nearly all in, and a week or two more will wind up the business for the year. The Boston fleet have all hauled up, twenty-seven vessels arriving last week with a catch of 2,730 barrels. The Provincetown fleet, thirty vessels, are all in, and the Wellfleet fleet, forty sail, have hauled up. The season is virtually closed, and the stock remaining on the market is small, with a good prospect of an advance in prices.

A young and handsome but impecunious actor named Leonard has been arrested in Portland for swindling. He pretended to have a large landed estate in England and ran a great rig on the strength of it. Many young ladies fell in love with him, among others the daughter of a wealthy citizen, who was wise enough to forbid the intimacy.

The Cotton Mills of Jason Emerson & Son, better known as the Bramanville Cotton Mills, were sold at auction on the 14th inst., to John M. Mason & Co., of Providence, for \$23,600. It is thought they will be started up very soon.

CREW LIST OF VESSELS SAILED.

Schooner Cohannet, Capt. Edgar W. Crapo, sailed from Fairhaven, November 14th, 1876, for the Atlantic Ocean. The following persons compose her crew:

Benjamin Butman, of Fairhaven, first mate; Charles Thomas, New Bedford, second mate and boatsteerer; John Lewis, do., boatsteerer; Joseph Fraga, do., steward and shipkeeper; John Gones, do., cook; John Roderick, Blaine, Maine, steward; James Stevens, Phillippe Martin, Matheus Coelho, Antonio Santos, John Batista, Antonio Jose, all of do., seamen.

Bark Wave, Capt. James H. Hammond, sailed from this port November 15th, 1876, for the Atlantic Ocean. The following persons compose her crew:

John H. Titterton, of Edgartown, first mate; Edmund E. Kelley, of New Bedford, second mate; Edward L. Alsatt, Mattapoisset, third mate and boatsteerer; Cornelius Dwyer, Cambridgeport, cooper and shipkeeper; Jesse Perry, New Bedford, and Joe Glas, do., boatsteerers; Randolph May, do., cook; William C. Scharnack, do., steward; Nicholas Leon, do., Sebastian Collestrey, do., Joe Pene, do., Charles Wallace, do., Alonzo Danzell, do., William Wiltfott, do., John Perry, do., Frank Gay Townsend, Portsmouth, N. H., William H. Forbes, Mattapoisset, William F. Macomber, do., Rufus S. Hoxie, do., Alonzo Kinney, do., Edwin M. Sanford, Westport, and Frank P. Ives, Troy, N. Y., seamen.

Bark Progress, Capt. William T. Hawes, sailed from this port November 16th, 1876, for the North Pacific Ocean. The following persons compose her crew:

Edwin Winslow, of Mattapoisset, first mate; Cyrus Taber, of Acushnet, third mate and cooper; Veetlar Silva, New Bedford, William H. Winslow, do., and Jose Pira, do., boatsteerers; Manuel L. Darte, do., cook; John Nobles, France, steward; Charles Osborne, do., Louis O. Prescod, do., Albert Gale, Haverhill, Edward Sherman, Dartmouth, Benjamin J. Duesbury, New Bedford, Alexandre Douarte, do., Joseph Roderique, do., Robert Gray, do., Charles Horn, do., Frederick Schonfeld, do., John Quatt, do., Philip Gomez, do., Manuel Gomez, do., Gunther Hesse, do., Albert J. Scott, do., John Keydon, Lowell, and Thomas C. Harrocks, Hartford, seamen.

Schooner Petrel, Capt. James Avery, sailed from this port November 16th, 1876, for the Atlantic Ocean. The following persons compose her crew:

Elijah J. Hammond, of New Bedford, first mate; Manuel Estacio Costa, do., second mate; John C. Sheppard, do., third mate and boatsteerer; Antonio Rodrigues, New York, steward; Charles Trueman, New Bedford, cook; Robert Seal, do., shipkeeper and boatsteerer; John Fernandes, Boston, William H. Hayden, do., John Davis, New Bedford, Samuel Brown, do., Wallace Williams, do., John Dick, do., Manuel Jacinto Carreira, do., Charles Smith, New York, and Benjamin Cordingley, Fall River, seamen.

An Irishman being a little fuddled, was asked what was his religious belief? "Is it me belafe ya'd be asking about?" said he. "It's the same as the widdy Brady. I owe her twelve shillings for whiskey, and she believes I'll never pay her; and faith that my belafe too."

Somebody remarks that young ladies look upon a boy as a nuisance until he is past the age of 16, when he generally doubles up in value each year, until, like a meershaun pipe, he is priceless.

The Springfield, Mass., Republican says that detailed inquiry among the Franklin County manufacturers confirms the general statement that the local business prospect has decidedly brightened this Fall, and that the Winter outlook is much more hopeful than it was a year ago.

The prospect of a permanent exhibition at Philadelphia is said to be excellent. Over 400 applications for space have already been made.

The idea of postal cards first originated with the present Postmaster-General of the German Empire, but the honor of introducing them was gained by a citizen of Vienna.

Many of our manufactures are beginning to reap the benefit of the exhibition of their products at the Centennial Exhibition. The latest case is that of the Lane Manufacturing Company, of Montpelier, Vt., who have just received an order by cable telegram for a heavy double circular saw mill, with sixty-foot carriage, to go to Zeehausen, Baden, Germany.

MARRIED.

In this city, 13th inst., Mr. Ambrose E. King to Susan P. Terry; 15th, Mr. Milford N. Shorey, of Boston, to Emma Taber, of this city; Mr. Edward D. Francis to Miss Mattie S. McLean, both of this city. In Fairhaven, 14th inst., Mr. Arthur S. Covill, of this city, to Miss Eric C. Gammon, of Mattapoisset. In South Scituate, 13th inst., Mr. George L. Carlisle, of New York, to Miss Mary S. Coffin, of Nantucket.

At All Saints Church, Wandswoth, Eng., October 21st, by the Rev. J. P. Goodman, Rector of the Church, assisted by the Rev. C. Caruthers, of New York, Frederick Spicer, of Godalming, to Mary Catherine Monday, adopted daughter of Lemuel Goddard, Esq., of St. Anne's Hill, Wandswoth.

DIED.

In this city, 13th inst., Emma F., widow of the late John P. Ellis, 28 years and 8 months; wife of Francis A. Russell, 35; 16th, Sarah A., wife of Francis A. Young, 40 years and 3 months; 16th, Rachel C., widow of the late Curtis Gammons, 72.

In Fairhaven, 14th inst., Willie H., son of the late Joseph H. Nye, of Marion, 18 years, 3 months and 10 days.

In South Dartmouth, 12th inst., Mamie C., daughter of David A. and Mattie C. Sherin, 10 months.

In North Dartmouth, 11th inst., Sarah O., daughter of Benjamin F. and Eliza A. Jones, 8 years and 3 months.

In Westport, 11th inst., Leonard W. Macomber, 4 years and 2 months.

In Nantucket, 12th inst., Joseph Bartle, only child of Frank and Emily Mitchell, only child of 23 days; 13th, Ann, wife of Patrick Killen, 46; 15th, Charles H. Tracy, 68 years, 2 months and 15 days.

Attend to Your Head and Hair—Don't Delay Using This.

Whelan's Shipping List

AND MERCHANTS' TRANSCRIPT.

NO 41.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING NOVEMBER 28, 1876

The Whelan's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY E. P. RAYMOND,

8 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 5 cents.

No paper will be discontinued until all arrears are paid, except at the option of the publisher.

Advertisements inserted at 10 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.

A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., Race Church Street, London, England. E. C.

W. PRITCH & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the date of arrival, and the amount of Oil and Whalebone brought by each vessel.

Blk. sp. wh. bone.

JANUARY.

By Railroad, N. B., 60,403

By Jos. Nickerson, N. Y., 101

Nile, N. L., 132

City of Dallas, N. Y., 137

Colton, N. Y., 81

Gum, " 182

FEBRUARY.

Humber, Boston, 70

Azor, " 185

City of Dallas, N. Y., 151

Young America, " 2,945

Colton, " 69

MARCH.

Bart. Gosnell, N. B., 817

A. Blake, Marion, 82

APRIL.

Syren, N. B., 87

P. S. Hammon, N. L., 443

Flying Fish, " 43

Europa, N. B., 1,569

Alfred Keen, B. N., 125

do, on freight, 95

Ceylon, " 2,520

Mermaid, " 184

Colon, N. Y., 43

Alfred Keen, B. N., 162

Destiny, N. B., 408

do, on freight, 99

Carondelet, N. Y., 401

G. City, Ferdinandina, 2,674

MAY.

Arnold, N. B., 606

do, on freight, 393

Macella, N. B., 1,093

Sarah, " 210

C. H. Pigeon, " 210

Electing, " 24

Roman, N. L., 40

do, on freight, 580

Carondelet, N. Y., 373

STAFFORD, N. B., 3,383

JUNE.

Gov. Morton, N. Y., 253

R. W. Wood, N. B., 1,532

Trifton, " 33

Atlanta, N. B., 428

Alfred Keen, N. B., 58

Presidents, N. Y., 172

Merlin, N. B., 994

Crescent City, N. Y., 660

Alps, " 3,954

JULY.

Elvie Allen, N. B., 2,138

Mattapoisett, " 187

Wm. & Anthony, N. B., 1,146

Colon, N. Y., 580

Azor, Boston, 380

Alfred Keen, N. Y., 270

Eliza Adams, N. B., 1,120

do, on freight, 774

E. & Phillips, " 401

Elton Ripah, " 110

AUGUST.

Agate, N. B., 107

Amizade, N. B., 58

Colon, N. Y., 57

E. H. Adams, N. B., 309

Alfred Keen, " 210

California, " 1,793

do, on freight, 480

By Railroad, N. Y., 22,000

W. A. Grazier, Prvt'n, 380

Alfred Keen, N. B., 87

Wm. & Anthony, N. B., 100

Mary Frazier, N. B., 108

do, on freight, 766

Colon, N. Y., 274

E. H. Adams, Prvt'n, 100

Acapulco, N. Y., 587

SEPTEMBER.

G. M. Parker, N. B., 163

Union, " 8

Alfred Keen, " 210

A. Hicks, " 675

Wm. Wilson, " 97

Rosa Baker, " 316

Azor, Boston, 380

Alfred Keen, Prvt'n, 80

W. E. Simmons, " 150

E. E. Cook, " 75

Edward Lee, " 150

Black Hawk, N. Y., 501

Cohasset, F. H., 75

Antarctic, Prvt'n, 80

S. E. Lewis, Boston, 135

Crescent City, N. Y., 167

Quickstep, N. B., 76

Com. Morris, " 872

do, on freight, 24

Carolina, N. Y., 180

Golden City, N. B., 270

OCTOBER.

Wm. Martin, N. B., 225

Louisa A., " 250

Wave, " 378

A. Blake, Marion, 80

Colon, N. Y., 290

Florence, F. F., 700

Seine, N. B., 450

Milton, " 1,840

R. Tucker, N. B., 400

Osprey, " 224

Acapulco, N. Y., 1,631

NOVEMBER.

Janet, N. B., 29

Facile, " 170

do, on freight, 40

Mercury, N. B., 911

Kate Williams, N. B., 1,099

Timandra, F. F., 9,000

THE New-York Times.

A Political, Literary, and General Newspaper.

DEVOTED TO REFORM IN MUNICIPAL, STATE, AND GENERAL GOVERNMENT.

ESTABLISHED 1851.

In 1876 the New-York Times will complete the twenty-fifth year of its existence. Throughout a quarter of a century it has remained true to the objects and aims for which it was founded. It has held the first place in the history of the press in this country, and it has endeavored to stand on all occasions by the side of truth and justice; and it has advocated political principles only when they were certain to promote the honor and welfare of the country.

As a family paper, the Times has always borne a very high reputation throughout the United States. It is free from all sectional advertisements and reports, and under no circumstances are "personal" announcements, or questionable notices, allowed to appear in its columns. The disagreeable lures of quacks and medical pretenders, which pollute so many newspapers of the day, are not admitted into the columns of the Times on any terms. The paper, moreover, has always resisted the communistic theories advocated by mischievous journals, and has opposed those attacks on the family as the basis of society which are frequently made, and which have led to so much misery and crime.

As a political journal, the Times will be devoted in the past to the maintenance of the support of the Republican Party, which it reserves the right of expressing independent opinions upon the measures or policy of any Administration, or upon the course of any Administration, and it will never consent to publish any article which would compromise the independence of the Republican Party, for in that way can the interests of the people be most efficiently served. Party government is essential to the maintenance of a free country, and the Times is not a party paper, but a journal of the people, and it will never consent to be a mere instrument for registering the decrees of politicians. It will adhere closely to these principles in the important canvass now before us, and will engage the attention of the people of the whole country. Great issues are at stake, and it will need all the force of the press to sustain the right side. The Democratic Party is substantially for inflation, which is the first step toward repudiation. The Republican Party is in favor of a return to specie payments, by safe and judicious methods, and of keeping faith with the national creditor; and thus of preventing widespread ruin and irreparable national dishonor. This issue alone would lead the Times to stand firmly by the Republican Party. The Democratic Party now bests itself in its "Reforming" spirit, but with Tammany Hall in New-York, and a party of inflation and repudiation in other States its professions are of little value.

The Presidential canvass, the Times will strive to get the best candidates nominated and afterward to render them a hearty support. It will take no part in personal intrigues but will be ready to defend leaders and candidates who are true and faithful representatives of the people. Its Editorial Columns will be conducted in a spirit of fairness and impartiality, free from all sectional and party aims, political jobbery, or undue favoritism. The Sunday edition of the Times includes in addition to all the news, selected and original literary matter of the most varied and agreeable character. Special arrangements have been made to impart new attractions to this feature of the paper. Among the contributors of original stories or articles to this feature are Bret Harte, J. W. De Forest, Thomas Hardy, Dutton, and William Black, and negotiations are being carried out with many other distinguished authors.

TERMS TO MAIL SUBSCRIBERS: All editions of the Times are sent free of postage in the United States. THE DAILY TIMES, per annum, including the Sunday edition, \$12. THE DAILY TIMES, per annum, exclusive of the Sunday edition, \$10. THE SUNDAY EDITION, per annum, \$2. THE NEW-YORK WEEKLY TIMES.

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Address THE NEW-YORK TIMES.

New-York City.

Cherished Dream.

Some day, some day of days, the road

With idle headless pace,

Unlooking for grace,

I shall behold your face!

Some day, some day of days, thus may we meet.

Purchase the sun may shine from skies of May,

Or Winter's joy chill;

Touch whitely vale and hill;

What matter? I shall thrill

Through every vein with Summer on that day.

Once more life's perfect youth will come back,

And for a moment there

I shall stand fresh and fair,

And drop the garment care;

Once more my perfect youth will nothing lack.

I shut my eyes now, thinking how 'twill be—

How face to face each soul

Will slip its long control,

Forget the dismal doom,

Of dreary fate's dark separating seas;

And glance to glance, and hand to hand in greeting,

The past with all its fears,

Its silence and tears,

Its lonely yearning years,

Shall vanish in the moment of the meeting.

—Elizabeth S. Phelps.

A Buffalo Hunt.

It was a calm, beautiful morning in the month of October, that my friend, Bob Morton, and myself mounted our horses and rode up the north bank of the South Platte on a pleasant hunt after buffaloes. You will understand that the Platte River, at St. Vrain's, makes a great bend—the river above the fort running almost due north, and turning almost due east at the foot. We thought we would ride up the river a few miles, and then, striking northwest into the broad open prairie, where we should be most likely to find our game, return by a short cut across the prairie to the fort; though it made little difference to us whether we returned to-night or to-morrow, as we were accustomed to camping out.

We rode up the river until almost noon, seeing many deer and wolves—for one could hardly ride through this tall grass a mile without seeing them—yet, as we were not looking after this kind of game, we paid no attention to them until nearly noon, when, feeling somewhat tired and hungry, Bob, who was an excellent shot, killed a fine buck; and, dismounting, we made a most delicious meal on the young tender venison. Mounting, after dinner, we struck northwest across the broad prairie, where, with the exception of the tall grass, there was not a tree or shrub on all that vast expanse, except along the river bank.

It was about four o'clock in the afternoon, just as we were beginning to get discouraged, and we were thinking of turning our horses' heads towards home, when we discovered the object of our search. There were two buffaloes quietly feeding on a little rise of the prairie—the first rise we had discovered since leaving the river. We were now many miles from where we had left the river at noon, but hoped we were not far from the foot by a direct route across the prairie, though we did not know how far, neither of us having been out there before.

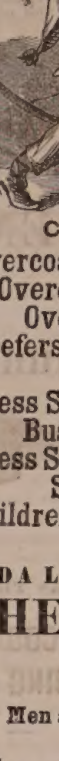
"Hurrah, Fred!" exclaimed Bob, putting spurs to his horse, and getting excited. "Now for some sport, and buffaloes' tongues for supper!" and away we went at a reckless, break-neck speed. Our game was a long distance off when first discovered, and had disappeared over the rise in the prairie, and was out of sight. We agreed to separate as soon as we reached the top of the ridge, and each take our game, and charge down upon them, and capture both if possible. As we came dashing up to the top of the hill they discovered us, and immediately took to flight. Buffaloes can run very fast, notwithstanding their weight; they seem to gather momentum as they proceed, and are not easily run down. We made our choice immediately, and gave pursuit. My horse was fleet but the tall grass tangled his feet, and I had a long, hard chase before I came up with my game. I paid no attention to Bob; his game had taken a different direction from mine, and we were soon widely separated. After a hard chase, I came near enough, I thought, to venture a shot,—perhaps, if I did not kill him, I could cripple him, and thus stop him somewhat in his mad career. I brought my rifle to my shoulder quickly; but as I fired, my horse stumbled slightly, his feet having become tangled in the grass, and I missed my aim, but struck the beast in the shoulder instead of the heart; and the ball being large, made a terrible wound, from which the blood flew in a stream. This maddened him; and turning quickly, he charged with a terrible half snort, and half roar down upon me. My horse was taken by surprise, and frightened; and, in springing partly to one side, as if to turn suddenly and fly away from the mad creature, his feet caught in the tangled grass, and he fell, throwing me many feet over his head. The fall did not hurt me, and I was on my feet in an instant; but before I could reach my horse he was up and bounding away over the prairie, leaving me to my fate. I had no time to think whether I fancied the situation or not, for the mad bull was upon me almost; and with a look of despair after my flying horse, I ran, I knew not whither, but with an instinct of self-preservation; all this happened in an instant. I had hoped the maddened creature would pursue my horse; but not so—the buffalo knows well who is his worst enemy. I was fleet on foot, for I had run for my life many times; but the tall grass impeded my progress, and I knew I could hold out but a few moments. I saw not the slightest chance for my life. Here I was, upon this broad ocean of prairie; Bob was, I knew not where, nor had time to look; the grass tangling my feet, and taking away my strength, and a wounded buffalo within a few yards of me, and gaining upon me at every bound. I thought of my revolver, and that I would sell my life as dearly as possible. I always carried it in my belt; and perhaps I could throw it over my shoulder and shoot the bull in the eye. I had no hope of the bull doing him any hurt if it hit him anywhere else; for you must know that these animals always have a thick mass of hair on their forehead, that is so matted together with sand and dirt, that no ball from a rifle will penetrate it. I knew, if a ball from my revolver struck his forehead, it would have no more effect than the wind blowing against it. I put my hand to my belt; but my revolver was gone, the scabbard was empty. It had probably fallen out when I was thrown from my horse. It was with a feeling somewhat of despair that I found it gone. It seemed as if there was nothing but death before me; for how could I hope to escape from, or cope successfully with, a wounded buffalo—wounded, as I knew, in no vital part, but sufficient to madden him? I could hear more plainly his half grunted and half snort close upon my heels—and could feel his breath upon my back—in another instant he would be upon me—would pierce me with his short, stumpy horns—would grind me to the earth with his monster head, and trample me beneath his feet. I indeed felt that my time had come—that no earthly power could save me; and instinctively I breathed a prayer to heaven. At that instant my feet became entangled, and I fell; the maddened creature had just touched me as I went down, and was under such terrible headway that he passed directly over me without touching me. As his tail brushed over my face I grasped it, and was dragged to my feet, as the buffalo, stopping suddenly, attempted to turn upon me. But I had a new lease of my life. I held on to his tail with a death-grasp, and was dragged round and round. You may smile, dear reader, but the tail-hold was my best hold now, and my only hope of life; and I held on with a grim determination, while the bull wheeled rapidly round and round, roared, snuffed, snorted, and pawed the ground in his terrible rage, but could not shake me off. But what should I do now? I knew I could not hold on to him long, as my strength was nearly exhausted, having run so far before I fell. I had nothing to kill him with—not even a pen-knife. His wound was bleeding profusely, and my hope was that he might become exhausted first; but he seemed far from that now, while I seemed very near to it. I knew my strength could hold out but little longer; and to let go was certain death. The bull would suddenly take a freak, and run and bellow with all his might, dragging me with velocity—then he would stop, and with a terrific snort attempt to turn on me, and it was more than I could do with my failing strength to keep out of his way, and several times his horns rent my clothing. This state of things could not continue; I was growing weaker, and felt my hold relaxing. I was jerked hither and thither, my arms nearly pulled from their sockets—worried almost to death, and about to lose my hold—when, as the mad creature paused an instant, the sharp crack of a rifle rang out upon the air, and the huge creature gave one plunge, and fell upon his side in the death-struggle. I was safe, but it came not a moment too soon. I, too, fell to the ground, more dead than alive. The sequel is soon told. It was Bob who had

me. My horse was taken by surprise, and frightened; and, in springing partly to one side, as if to turn suddenly and fly away from the mad creature, his feet caught in the tangled grass, and he fell, throwing me many feet over his head. The fall did not hurt me, and I was on my feet in an instant; but before I could reach my horse he was up and bounding away over the prairie, leaving me to my fate. I had no time to think whether I fancied the situation or not, for the mad bull was upon me almost; and with a look of despair after my flying horse, I ran, I knew not whither, but with an instinct of self-preservation; all this happened in an instant. I had hoped the maddened creature would pursue my horse; but not so—the buffalo knows well who is his worst enemy. I was fleet on foot, for I had run for my life many times; but the tall grass impeded my progress, and I knew I could hold out but a few moments. I saw not the slightest chance for my life. Here I was, upon this broad ocean of prairie; Bob was, I knew not where, nor had time to look; the grass tangling my feet, and taking away my strength, and a wounded buffalo within a few yards of me, and gaining upon me at every bound. I thought of my revolver, and that I would sell my life as dearly as possible. I always carried it in my belt; and perhaps I could throw it over my shoulder and shoot the bull in the eye. I had no hope of the bull doing him any hurt if it hit him anywhere else; for you must know that these animals always have a thick mass of hair on their forehead, that is so matted together with sand and dirt, that no ball from a rifle will penetrate it. I knew, if a ball from my revolver struck his forehead, it would have no more effect than the wind blowing against it. I put my hand to my belt; but my revolver was gone, the scabbard was empty. It had probably fallen out when I was thrown from my horse. It was with a feeling somewhat of despair that I found it gone. It seemed as if there was nothing but death before me; for how could I hope to escape from, or cope successfully with, a wounded buffalo—wounded, as I knew, in no vital part, but sufficient to madden him? I could hear more plainly his half grunted and half snort close upon my heels—and could feel his breath upon my back—in another instant he would be upon me—would pierce me with his short, stumpy horns—would grind me to the earth with his monster head, and trample me beneath his feet. I indeed felt that my time had come—that no earthly power could save me; and instinctively I breathed a prayer to heaven. At that instant my feet became entangled, and I fell; the maddened creature had just touched me as I went down, and was under such terrible headway that he passed directly over me without touching me. As his tail brushed over my face I grasped it, and was dragged to my feet, as the buffalo, stopping suddenly, attempted to turn upon me. But I had a new lease of my life. I held on to his tail with a death-grasp, and was dragged round and round. You may smile, dear reader

NOVEMBER 28, 1876.

LATEST REPORT.		All kind on	
	SP.	WH	SP.
Arrived October 25, 76, 400 sperm	150	89	150
No date, at sea, no lat &c.	120	100	120
July 31, 76, at sea, lat 40 N, lon 43 W.	320	100	320
October 3, 76, abandoned in Arctic Ocean	130	2500	100
September 5, 76, abandoned in Arctic Ocean	225	330	330
July 28, 76, at Kabenda	280	100	280
October 10, 76, sailed from Flores	280	100	280
October 3, 76, sailed from Fayal	120	100	120
October 10, 76, sailed from Fayal	120	100	120
May 20, 76, off New Ireland	450	100	450
July 21, 76, at Fayal	150	100	150
September 5, 76, sailed from Make	100	100	100
September 5, 76, abandoned in Arctic Ocean	435	4130	190
July 21, 76, sailed from King George's Sound	675	10	675
Arrived August 21, 76, 40 sperm	375	100	375
June 18, 76, sailed from Fayal	150	100	150
October 10, 76, sailed from Fayal	150	100	150
October 2, 76, sailed from Fayal	150	100	150
Arrived September 24, 76, 500 sperm	600	2620	1400
September 6, 76, abandoned in Arctic Ocean	630	1320	180
August 5, 76, at Tahiti, in distress	630	1320	180
Arrived May 2, 76, 80 sperm 300 whale	20	100	20
October 3, 76, at Kabenda, from Fayal	85	450	450
July 31, 76, 2, 22	85	450	450
Arrived September 4, 76, 470 sperm	150	150	150
July 21, 76, at sea, no lat &c.	400	150	400
October 23, 76, from Honolulu	980	685	980
October 31, 76, at Panama	980	685	980
October 31, 76, at sea, no lat &c.	150	150	150
July 21, 76, at sea, no lat &c.	150	150	150
July 21, 76, at Tongatabu	470	90	80
August 24, 76, sailed from St Helena	425	165	425
October 23, 76, at Tenerife	200	100	200
No date, at sea, no lat &c.	1150	980	800
Arrived September 27, 76, 20 sperm	225	225	225
August 7, 76, at sea, no lat &c.	225	225	225
September 4, 76, at Fayal	700	15	700
September 15, 76, sailed from Fayal	1000	100	1000
September 1, 76, at sea, no lat &c.	100	250	100
No date, at sea, no lat &c.	100	250	100
June 18, 76, at sea, no lat &c.	340	90	340
September 5, 76, abandoned in Arctic Ocean	150	6700	1600
July 12, 76, at sea, no lat &c.	150	450	150
Arrived November 4, 76, 30 sperm	675	260	675
October 9, 76, at sea, lat 37, lon 43	330	3200	800
November 17, 76, at San Francisco, clean	530	2850	800
October 23, 76, abandoned in Arctic Ocean	525	50	525
September 2, 76, at sea, no lat &c.	250	80	190
July 28, 76, at Talcahuano	190	100	190
August 8, 76, off Make	1150	2000	1500
September 9, 76, off Taboga	1000	500	1000
September 25, 76, at sea, no lat &c.	120	120	120
September 5, 76, abandoned in Arctic Ocean	190	1400	1400
July 10, 76, at sea, no lat &c.	220	320	220
July 21, 76, at sea, no lat &c.	160	100	160
September 22, 76, sailed from Tenerife	1130	250	1100
October 8, 76, at sea, no lat &c.	570	100	570
October 10, 76, at sea, no lat &c.	700	560	700
August 25, 76, at sea, no lat &c.	400	880	100
October 7, 76, off and on at Fayal	1150	160	1150
September 26, 76, at Bravo	1230	160	1230
September 5, 76, abandoned in Arctic Ocean	950	75	950
September 10, 76, at sea, no lat &c.	100	1250	75
October 10, 76, sailed from Tenerife	160	100	160
Arrived November 6, 76, 100 sperm 500 wh.	190	70	190
Arrived June 19, 76, 950 sperm	320	270	320
October 2, 76, sailed from St. Helena	190	70	190
Arrived October 21, 76, 3, 500 sperm 200 whale	960	400	960
October 3, 76, sailed from Fayal	250	275	300
October 10, 76, in Arctic Ocean	800	000	800
September 22, 76, off Talcahuano	1525	1480	1525
October 4, 76, at sea, no lat &c.	1400	850	370
Arrived November 1, 76, in Arctic Ocean	100	500	320
November 23, 76, at San Francisco	950	850	1400

NOW READY!
THE LATEST
**FALL AND WINTER STYLES
OF CLOTHING, AT
CHARLES FISHER'S**



CONSISTING OF
Overcoats for Men,
Overcoats for Boys,
Overcoats for Children,
Reefers for Men,
Reefers for Boys,
Dress Suits for Men,
Business Suits for Men,
Dress Suits for Boys,
School Suits for Boys,
Childrens Dress and Play
Suits,
AND A LARGE ASSORTMENT OF
**CHEAP
CLOTHING**
For Men and Boys to Select From,
—A T—
Charles Fisher's,
64 PURCHASE STREET,
New Bedford, Mass.
OPPOSITE CITY CLOCK.
THE TAUNTON COPPER CO.
OFFER FOR SALE
Yellow Metal and Copper Sheathing.
BOLTS, SPIKES, NAILS, & C.,
Old Metal taken in exchange for new
John P. Knowles, 2d, Agent.
Corner Commercial and Front Sts.
NEW BEDFORD, MASS.
apr2-72
PHINEAS WHITE, JR.,
—FURNISHES THE—
PENDULUM PUMP.
THIS PUMP is the most powerful, as well
as the easiest working now in use. It is
adapted to all kinds of vessels, as well as
houses.
Mr. White attends to the repairs of all
kinds of Pumps; also furnishes and does all
kinds of Plumbing on the most reasonable
terms. Call at No. 24 William street.
jan2-75
I. H. BARTLETT & SONS.
(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles, &c.
ON COMMISSION.
NEW BEDFORD, MASS.
IVORY H. BARTLETT, JR.,
GEORGE F. BARTLETT.
WHALING GUNS.
THE subscriber flatters himself that his
BOMB LANCE for killing whales
has the reputation so thoroughly established
that any comment on its advantage is
unnecessary. Thankful for past favors, he
hopes to merit a continuance of the same.
The Lances are for sale by the following
Agents, and at the manufactory, in
J. A. BEARD.
Norwich, Ct., Feb. 29th, 1870.
AGENTS.
Edward P. Haskell New Bedford, Mass.
Union Wharf Co., Provincetown, Mass.
Heman Smith, 21 Fulton street, Boston.
Crocker, Wood & Co., New York City.
Williams & Burns, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
F. A. BARKER, Russell, Bay of Islands
New Zealand.
feb20-71
CORDAGE.
THE NEW BEDFORD CORDAGE COM-
PANY are now prepared to furnish at
short notice
GANGS OF RIGGING,
to all sizes, and of the best manufacture.
MANILLA AND HEMP WHALE LINE,
made from pure Manilla and Beech Hemp.
All orders sent to L. A. PLUMMER, Treas-
urer, Retch's Square, New Bedford, Mass.,
will be promptly attended to.
J. A. POLHAMUS H. A. POLHAMUS JR
H. A. POLHAMUS & SON,
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, & C.,
OFFICE, 140 FRONT STREET,
NEW YORK.
ESTABLISHED 1841.
may7-72
CHARLES R. SHERMAN,
DEALER IN
NAUTICAL, MATHEMATICAL, AND
OPTICAL INSTRUMENTS.
Charts, Nautical Books, Patent
Logs, Stationery, &c.,
No. 49 North Water Street,
NEW BEDFORD.
RENTALERS, QUARTERS, KEY CHAINS,
COMPASSES, &c., repaired in a workmanlike
manner, and on reasonable terms.
All orders thankfully received and
promptly executed.

The Whalemens' Shipping List,

NEW BEDFORD:
TUESDAY MORNING, NOV. 28, 1876.

IMPORTS			
Of Sperm and Whale Oil and Whalbone into the United States, for the week ending November 27, 1876.	Bls.	Lbs.	bone.
New London.	.....	550	4,500
Bark Nile.	.....	310	4,600
do. on freight.	.....	.....	.....
Total.	.....	860	11,100
Previously.	.....	37,026	31,972
From Jan. 1, to date.	.....	37,026	31,972
Same time last year.	.....	36,267	34,450

NEW BEDFORD OIL MARKET.

For the week ending November 27.

SPEERM.—Has continued in fair demand and sales were made of 100 bls. for export, at \$1.40; 200 do. at \$1.42; and 100 do. of inferior quality, on private terms, for manufacture.

WHALE.—Is in little better request, with sales of 270 bls. Northern, at 70 cents, for manufacture.

WHALEBONE.—Sales of 500 lb Northwest at \$3, and 1,200 do. South Sea, at \$2.50 per lb for home use.

LETTERS.

A letter from Capt. Silva, of bark Sarah of this port, reports her at St. Michaels, October 25th, having shipped 35 bls. sperm oil by bark Amizade. Bound South.

A letter from Capt. Wing, of bark Atlantic, of this port, reports her at Fayal, October 10th, having taken 13 bls. sperm oil. August 23th, in lat. 40 N, lon. 45 W, encountered a very severe gale, in which lost fore-top-gallant mast, and had topgallant sail blown to shreds, and had boat blown from davits. All well, bound South. Reports no date, bark Triton, Keith, New Bedford, with 40 bls. sperm oil.

A letter from Capt. Tilton, of bark Tropic Bird, of this port, reports her at Fayal, October 13th; had shipped 300 bls. sperm oil by the Azor.

A letter from Capt. Russell, of brig Abbott Lawrence, of this port, reports her at Fayal, October 26th, had shipped 125 bls. sperm oil by the Modesta.

A letter from on board bark Linda Stewart, Wilson, of this port, reports her at Mahé Banks, September 1st, with 700 bls. sperm oil.

A letter from Capt. Cornell, of ship Eliza Adams, of this port, reports her at Fayal, October 25th, having shipped 125 bls. sperm oil by the Modesta. John Rose, of New Bedford, the steward, committed suicide by hanging, on the night of September 23d—cause unknown.

A letter received in this city from Capt. William Earle, of ship Splendid, of Port Chalmers, N. Z., says his owners contemplate buying the bark William Gifford for the whaling business.

A letter from Capt. Marchant, of bark Clarice, of Edgartown, reports her at St. Michaels, October 31st, ready for sea, having shipped 200 bls. sperm oil by the Amizade. All well, bound South. No change of officers.

A letter from Capt. Bassett, of bark Perry, of Edgartown, reports her at St. Michaels, October 31st, with 55 bls. sperm oil since last report, which had been shipped by the Amizade—600 bls. sperm and 80 do. whale oil all told. Had shipped Mr. Colborn, recently of bark Spartan, as second mate. All well, bound South.

It is reported that Jireh Swift, who is now in San Francisco, has bought the ship John Jay, of 541 tons, of that port. She is to be fitted for a cruise in the Arctic.

Messrs. Swift & Perry have purchased the ship Daniel Webster, which has been in port since May 31, 1872. She will be fitted for a voyage in the Atlantic, and will sail next Spring under command of Capt. Gilbert B. Borden, late of bark Pacific.

John Delano, of Marion, is now preparing the model for a whaler of about 370 tons, which is to be built in Maine under his superintendence, for Messrs. Swift & Perry, of this city.

A MAGAZINE NOVELTY.—Great will be the waiting among the little folks this month, for St. Nicholas for December, which has ordinarily been issued on the 26th, is to be held back until the 25th; but it is then to be the grand Christmas Holiday number. We have not had a peep even at its pages, but Editors and Publishers promised to do their very best, and that means a great deal where St. Nicholas is concerned. They tell us, among other contributions to this number, will be a paper by Mr. Bryant, "The Boys of my Boyhood," i. e., the boys of the latter part of the last century or the beginning of this. The number will have nearly 100 pages and over 50 pictures. Prof. Proctor, the English astronomer, contributes a paper called "A Clock in the Sky," illustrated by drawings showing how the fall of the Great Bear points out the time of night. Then there is the account of the great "Horse Hotel," with very spirited pictures; an article by Lucy Larcom, "The Poet of Winter," besides lots of Christmas stories, accounts of curious Oriental Sports, and more good things than we can find space to mention. Besides all this, J. T. Townbridge begins his new story for boys, "His Own Master," in this number. Need we say more? Could we say more to interest the young folks? Published by Scribner & Co., 743 Broadway New York.

Boat Tweed was landed at New York on the 23d inst., and taken to Ludlow street jail and snugly lodged. The experience of his escape has made the official watchful, and he will be allowed no privileges. He was taken off the Franklin in the lower bay by the tug Catalpa.

It is stated that the town of Selma has sold its stock in the Duxbury and Cohasset Railroad to President Stearns of the Old Colony Road, 750 shares at \$6.65 per share. This gives a controlling interest in the stock to the Old Colony party, and will probably defeat the project to extend the road to Middleborough or Tremont.

The highest railroad speed yet attained in England is 72 miles per hour.

THE ELECTORAL VOTE.—It may be very reasonably considered that the result of the election will be disputed by Congress. The conclusion of the count in South Carolina and Florida has been reached by methods leaving so much room for question that it is to be expected the returns from both these States will be challenged, while the count in Louisiana will be still more open to doubt, and its acceptance will as certainly be objected to in Congress. The question that will present itself on the threshold of the discussion in Congress will be—how shall the count be constituted? On the one side, it will be maintained that the opening and counting of the Electoral vote by the President of the Senate is to be accepted as the absolute and final declaration of the result of the election; and on the other side it will be maintained that the President of the Senate acts merely in the function of chairman of a joint committee of the Senate and House, and that such committee is competent to pass judgment upon the validity of the votes of the Electors. Upon this issue the whole contest is likely to turn. There are only two results possible; either the Democrats by superiority of numbers in joint ballot, might carry a conclusion that the Republicans and the Administration refused to recognize, or the Republicans might simply accept the count of the Vice President as final, and disregard all action of the House that might result from a joint ballot. In either case no really conclusive settlement would be reached; unless possibly the question might be referred from Congress to the Supreme Court. Nevertheless we see little to justify the fears entertained by many about the possible issue of the counting of the Electoral vote. We are not without a conclusive constitutional means of settling the question in the event of Congress failing to determine who shall be President; and so long as we have this to fall back upon, there need be no apprehension. We have not become so far Mexicanized as to sacrifice the public peace for the success of a candidate.

The Eastern news is decidedly more pacific, and is reassuring to those who have read with alarm the notes of preparation for possible emergencies. Russia's reported movements, which seemed to indicate a decidedly belligerent purpose, may now be regarded, in the light of the Czar's statement, as a reasonably prudent measure, providing against possible indifference on the part of the other great powers to the policy of the Porte. Lord Loftus, British Ambassador to Russia, has had an interview with the Emperor, who expresses his regrets that Russia's movements should be regarded with so much suspicion. The Czar says he does not desire to acquire Constantinople, as such an acquisition would prove a misfortune. He wishes merely to ameliorate the condition of the Christians in Turkey, and his ultimatum to the Porte was for the purpose of preventing atrocities which he apprehended might follow the discomfiture of the Serbian army. This statement gives great satisfaction to the English Government.

THE GREAT GALE.—The northeasterly storm which prevailed during several days last week, along the Atlantic seaboard from the Gulf of Mexico, has been attended with much damage both on sea and land.

A coal collier from Philadelphia bound to Salem with 1,600 tons of coal, foundered in Boston Bay on Tuesday night, and it is feared that her crew perished. The pecuniary loss is \$125,000.

The fragments of a wreck were discovered on Stony Beach, near Hull, on Tuesday morning, consisting of 40 to 50 barrels of apples, cranberries, &c., probably a schooner from Gloucester.

In Brooklyn, N. Y., a couple of small houses were unroofed by the storm on Monday, with other damage to sheds and chimneys; and in New York to trees and awnings. The hotels in front of Long Beach were considerably damaged by the heavy sea.

The Fall River and Stonington steamers from New York, and the propeller steamers from this port to New York were delayed.

The ship Francis P. Sage, from Bangor for St. Michaels, Azores, was abandoned on the 5th inst., in lat 41° 10', lon. 29° 30'. The crew was taken off by the ship Themis, which has arrived at the Delaware Breakwater.

During the hurricane in the island of St. Thomas on the 13th ult., the bark Idella Perry, of New York, was wrecked, and the captain and his wife, the steward and three seamen were drowned. The American brig Veteran, of New York, was sunk also and broken to pieces. The crew was saved.

A despatch to the State Department from the United States Consul at Cadix reports that by a decree of the 14th inst., all vessels and effects departed from the ports of New York and New Orleans since September 10th, have been declared forfeit. Mr. Ades, the Charge d' Affaires at Madrid, has made representations to the Spanish Government respecting vessels arriving from the port of New York.

The total potato crop of Maine for this year probably reaches 2,500,000 bushels. In Aroostook County the product of potatoes has been unusually large. There are half a dozen or more starch factories in that county, which will convert into starch some 300,000 to 500,000 bushels of tubers. Large quantities are also being shipped to Bangor for exportation. In Aroostook the farmers get about 30 cents per bushel, while at Bangor, the great potato mart of the State, the price ranges from 50 to 60 cents. The potato crop of Maine this year is probably worth one million dollars.

DECISION AS TO DUTIES ON TIN PLATES.—In a suit brought in the United States Circuit Court, before Judge Shipman and a jury, by Phelps, Dodge & Co., Coddington & Co., Bruce & Cook, Naylor & Co., and other importers, against Collector Arthur, to recover moneys paid the Government under protest as a duty on tin plates, a decision has just been returned in favor of the plaintiffs for \$16,647.95 in gold, carrying with it \$2,690.02 in currency. The case was a test of the construction to be put upon the United States revised statute which went into effect June 23d, 1874, the importers contending that it made a reduction of 10 per cent. on the previously existing duties on certain classes of goods, and the Government holding that no revision of the tariff was intended. Four similar suits to recover excess of duty paid on tin plates are now pending, and will be decided by this case. The decision will affect the duty on a number of articles mentioned in the revised statute of June 23d, 1874. The excess of duty paid by importers of tin plates will amount to several hundred thousand dollars.

BANKRUPT NATIONS.—There are several nations in the civilized world which are in such a hopelessly crippled condition financially that bankruptcy is the only way out of their difficulties. Spain, according to the London Times, has a debt of \$3,500,000,000, the interest on which, at 3 per cent. is \$105,000,000, while the entire revenue of the country is not over \$90,000,000. Peru is equally as badly off in the relative proportions of the interest on her debt and the total amount of her revenue, and one payment of interest has already been defaulted. In the case of these nations the result will probably be a composition with the creditors rather than outright repudiation of the debt. Turkey is a poor debtor from whom nothing can be expected. The holders of her bonds will not even have a chance to realize on her assets, as they are likely to be gobbled up by the hungry powers that stand awaiting the opportunity to seize and divide.

VALUATION OF FOREIGN COIN IN CUBA.—A decree has been issued abolishing immediately the higher rate at which foreign gold and silver money was received here by the Government, according to the decree of September 27, 1875. Henceforth foreign money will be received only at the value of the coin marked on the same.

The accounts of the current year of Springfield are very satisfactory to her citizens. The valuation has been reduced \$4,500,000; the total taxation cut down fully \$150,000; the rate reduced from \$17.20 to \$16.20, and yet \$75,000 of the city debt has been paid, while the footings of the various departments will show an unexpended balance of about \$30,000; the highway department with \$46,000.

A large New England establishment has just received a contract for the manufacture of 600,000 shoes for the Russian army.

One private family at South Hadley falls fed no less than 304 tramps by actual count in three months' time. This family had a gurgulous cook, who always invited the knights of the road into the kitchen, and fed them for the privilege of pumping the news out of them. The family has a new cook now and fewer tramps.

"How are you count?" said a noted wag to a spruce looking specimen of the genus snob. "Sir!" exclaimed the indignant snob, "who are you, and why do you call me count?" "Why, I saw you counting oysters last week, and I supposed you were of royal blood." Snob vanished.

Give a boy a market basket of groceries to carry home and he will swing it across his spine, bend half way to the ground and groan with agony, but give him that weight of base ball bats and he will skip along as merry as a potato bug in a ten acre lot.

At a spiritual camp meeting held at Dubuque, Iowa, last week, a mediumistic response to the question, "How long is it going to rain?" was: "The clouds keep pouring out water; and so long as the clouds keep pouring out water it will rain." And then they knew all about it.

American spool cotton at the Centennial is pronounced the best in the world. Heretofore an English mark was deemed essential to good cotton thread.

MARRIED

In this city, 20th inst. Mr. Joseph A. Taber to Miss Lizzie J. Hadley; 23d, Mr. James Fairbrother to Susan Simpson, both of this city.

DIED.

In this city, 19th inst. Annie, infant daughter of William and Margaret Addy, 5 months; 20th, Mary L. Sylvia, 80; Frederick W. Wood, 40 years, 2 months and 18 days; 23d, Rebecca Bingham, 80 years, 8 months and 7 days; 24th, William H. wife of William H. Channing, 22 years and 7 months.

In Nantucket, 20th inst. Edward Coleman, 69 years, 9 months and 16 days; Joseph Chase, 71 years and 5 months.

At sea, on board bark Three Brothers, of this port, September 17th, of consumption, George Knipe, an officer of the late bark Desmond, of Honolulu.

NOTICE TO VOTERS.

NOTICE is hereby given that the Lists of Voters for the several Wards of the City of New Bedford are completed. Copies may be seen at the following named places:

WARD ONE.—At the store of George B. Macomber, 305 Purchase street.

WARD TWO.—At the store of William H. Chappell, 229 Purchase street.

WARD THREE.—At the store of Charles A. Bonney, 111 Purchase street.

WARD FOUR.—At the Union Store on North Sixth street, near Union street.

WARD FIVE.—At the store of the Acushnet Co-operative Association, corner of Third and Russell streets.

WARD SIX.—At the store of Albert G. Stanton & Co., corner of Third and Grinnell streets.

The voters of the City are requested to see that their names are properly registered, and the following persons are particularly called on to see if their names are correctly inserted:

Persons who have paid a tax assessed upon them in the State within two years, and who have been residents in the City since the first of May last.

Naturalized citizens, and persons who have reached their majority since the first of May last.

Those persons who have not paid a tax assessed upon them within two years, cannot vote.

No voter can have his name changed from the Ward in which he was assessed, unless he has filed his claim at or before the first day of September with the Mayor and Aldermen.

No person's name can be added to the check lists after 9 o'clock P. M. SATURDAY, the 24th day of December, at which time registration will cease, unless his qualifications as a voter shall have been determined upon by the Mayor and Aldermen, at a meeting held on or before Saturday afternoon.

The Mayor and Aldermen will be in session at the City Clerk's office on FRIDAY, the 1st of December, from 9 A. M. to 1 P. M., and from 2:30 to 5 P. M., and on SATURDAY, the 2d, from 9 A. M. to 1 P. M., and from 2:30 to 5 P. M., for the purpose of inserting the names of voters which through accident or mistake, have been omitted.

All persons, who wish to have their names corrected or inserted, must bring their tax bills with them.

By order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.

NOTICE--WARD ONE.

CITY OF NEW BEDFORD, ss.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford,
GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number One, in said city, qualified as the law directs, to assemble at the building on the Northwest corner of Purchase and Franklin streets, in said Ward, on TUESDAY, the 27th day of December next, (it being the first Tuesday in said December,) at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for a Mayor and six Aldermen, and one Assessor; also for four Common Councilmen, for an Overseer of the Poor, for a member of the School Committee, for an Assistant Assessor, for a Warden, Clerk, and three Inspectors of Elections, being all residents of said Ward, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Twenty-Seventh day of November, in the year one thousand eight hundred and seventy-six.

Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
PATRICK CANNAN, Constable.

NOTICE--WARD TWO.

CITY OF NEW BEDFORD, ss.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford,
GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Two, in said city, qualified as the law directs, to assemble at the Station House on Willis street, near Purchase street, in said Ward, on TUESDAY, the Fifth day of December next, (it being the first Tuesday in said December,) at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for a Mayor and six Aldermen, one Alderman being selected from each Ward, and one Assessor; also four Common Councilmen, for an Overseer of the Poor, for a member of the School Committee, for an Assistant Assessor, for a Warden, Clerk, and three Inspectors of Elections, being all residents of said Ward, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Twenty-Seventh day of November, in the year one thousand eight hundred and seventy-six.

Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
EDWARD W. WAITE, Constable.

NOTICE--WARD THREE.

CITY OF NEW BEDFORD, ss.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford,
GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Three, in said city, qualified as the law directs, to assemble at the Court House on Kenyon street, near County street, in said Ward, on TUESDAY, the Fifth day of December next, (it being the first Tuesday in said December,) at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for a Mayor and six Aldermen, one Alderman being selected from each Ward, and one Assessor; also four Common Councilmen, for an Overseer of the Poor, for a member of the School Committee, for an Assistant Assessor, for a Warden, Clerk, and three Inspectors of Elections, being all residents of said Ward, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Twenty-Seventh day of November, in the year one thousand eight hundred and seventy-six.

Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
LUTHER M. DAYTON, Constable.

NOTICE--WARD FOUR.

CITY OF NEW BEDFORD, ss.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford,
GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Four, in said city, qualified as the law directs, to assemble at the City Hall, in said Ward, on TUESDAY, the Fifth day of December next, (it being the first Tuesday in said December,) at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for a Mayor and six Aldermen, one Alderman being selected from each Ward, and one Assessor; also four Common Councilmen, for an Overseer of the Poor, for a member of the School Committee, for an Assistant Assessor, for a Warden, Clerk, and three Inspectors of Elections, being all residents of said Ward, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Twenty-Seventh day of November, in the year one thousand eight hundred and seventy-six.

Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
HENRY W. BUMPUS, Constable.

NOTICE--WARD FIVE.

CITY OF NEW BEDFORD, ss.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford,
GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Five, in said city, qualified as the law directs, to assemble at the Ward Room on Fourth Street, between School and Walnut streets, in said Ward, on TUESDAY, the Fifth day of December next, (it being the first Tuesday in said December,) at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for a Mayor and six Aldermen, one Alderman being selected from each Ward, and one Assessor; also four Common Councilmen, for an Overseer of the Poor, for a member of the School Committee, for an Assistant Assessor, for a Warden, Clerk, and three Inspectors of Elections, being all residents of said Ward, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Twenty-Seventh day of November, in the year one thousand eight hundred and seventy-six.

Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
WILLIAM J. NORTON, Jr., Constable.

NOTICE--WARD SIX.

CITY OF NEW BEDFORD, ss.
To the Marshal or either of his Assistants, or either of the Constables of the City of New Bedford,
GREETING:
In the name of the Commonwealth of Massachusetts, you are hereby commanded forthwith to warn the inhabitants of Ward Number Six, in said city, qualified as the law directs, to assemble at the Ward Room on Sherman Street, in said Ward, on TUESDAY, the Fifth day of December next, (it being the first Tuesday in said December,) at nine o'clock in the forenoon, then and there to bring in their votes to the Warden on one piece of paper for a Mayor and six Aldermen, one Alderman being selected from each Ward, and one Assessor; also four Common Councilmen, for an Overseer of the Poor, for a member of the School Committee, for an Assistant Assessor, for a Warden, Clerk, and three Inspectors of Elections, being all residents of said Ward, by causing the same to be published in the "Daily Evening Standard" and "Daily Mercury," two newspapers published in said New Bedford, at least seven days before the time appointed for said meeting.

The polls will be closed at Two o'clock in the afternoon of that day.

Witness, ABRAHAM H. HOWLAND, JR., Mayor of our City of New Bedford, this Twenty-Seventh day of November, in the year one thousand eight hundred and seventy-six.

Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
JOHN COREY, Constable.

A. W. PEIRCE & CO.

(Successors to C. L. Richards & Co.)

SHIP CHANDLERS,

General Commission Merchants,

HONOLULU, H. I.

COOPERAGE!

J. H. BURNS & CO.

BEGS LEAVE TO NOTIFY THE PUBLIC

that they have purchased the entire stock in trade of the late James L. Lewis, and that they will continue to carry on the business of

Coopering and Guaging,

At No. 22 Fort Street,

HONOLULU, H. I.

Where they will be found prepared to execute all orders in their line

Casks, Kerosene Oil Containers

For TALLOW, &c., &c., always on hand.

nov28-76

FOR THE AZORES.

THE A1 Clipper Bark MODESTA,

will run as a regular packet between

Boston and the Azores Islands.

For freight or passage apply to

Capt. WILLIAM LEWIS,

No. 13, Hamilton Street, New Bedford,

MEDINA & BROTHERS,

Catalpa street, 29 Lewis Wharf, Boston.

MANUEL J. SEQUIRA,

Payrol, W. I.

or SILVA, CABRAL & CO.,

St. Michaels, W. I.

april7-76

\$999

Can't be made by every agent

every month in the business

we furnish, but those willing

to work can easily earn a dozen dollars

day right in their own localities. Have no

room to explain here. Business pleasant

and honorable. Women and boys and girls

do as well as men. We will furnish you a

complete outfit free. The business pays

better than anything else. We will bear

expense of starting you. Particulars free.

Write and see. Farmers and mechanics,

their sons and daughters, and all classes in

need of paying work at home, should write

to us and learn all about the work at once.

Now is the time. Don't delay. Address

True & Co., Augusta, Maine.

oct24-8r

LIST OF WHALERS IN PORT.

NEW BEDFORD

Ship Daniel Webster.

" Milton, Stivers, North Pacific.

Bark A. R. Tucker, Baker, Atlantic, Nov.

Catalpa.

" Commodore Morris.

" E. Corning.

" Janet.

" Mercury, Hickmott, N. Pacific, Dec.

" Merrin, Sturges, Indian Ocean, Oct.

" Osprey.

" Pacific, Smothers, North Pacific, Nov.

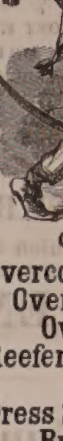
" Thomas Pope, Lavers, North Pacific.

Schr. Andrus & Gray, Atlantic, November

DECEMBER 5, 1876.

LATEST REPORT,		All	old	on
	SP.	WH	SP.	W
Arrived October 26, 76, 400 sperm.....	150	.80	160	
No date, at sea, no lat &c.....	..	..	..	..
May 31, 76, at sea, lat 40 N, lon 43 W.....	320	..	..	..
October 9, 76, sailed from Fayal.....	130	2500	..	..
September 8, 76, abandoned in Arctic Ocean.....	225	380	..	..
July 28, 76, at Kabenda.....	..	..	..	..
October 10, 76, sailed from Flores.....	280	..	..	..
October 9, 76, sailed from Fayal.....	100	..	..	..
October 10, 76, sailed from Fayal.....	12	..	..	..
May 20, 76, off New Ireland.....	450	..	..	..
July 21, 76, at Fayal.....	150	..	..	..
September 5, 76, sailed from Mahe.....	160	..	160	..
September 5, 76, abandoned in Arctic Ocean.....	435	4130	190	3
September 7, 76, at St. George's Sound.....	900	10	900	..
Arrived August 24, 76, 46 sperm.....	375	..	..	..
June 18, 76, sailed from Fayal.....	375	..	..	..
October 10, 76, sailed from Fayal.....	130	..	..	..
August 22, 76, sailed from Fayal.....	130	..	..	..
Arrived September 24, 76, 550 sperm.....	12	..	..	..
September 5, 76, abandoned in Arctic Ocean.....	600	2620	140	3
August 5, 76, at Tahiti, in distress.....	630	1320	180	3
Arrived May 2, 76, 50 sperm 300 whale.....	..	..	..	..
October 3, 76, sailed from Fayal.....	20	..	..	..
July 31, 76, at Kabenda.....	85	450	..	..
Arrived September 4, 76, 470 sperm.....	..	..	..	..
July 23, 76, sailed from Honolulu.....	260	..	150	..
October 29, 76, at Baita.....	380	..	..	..
November 10, 76, at Panama.....	380	..	..	..
May 21, 76, at sea, no lat &c.....	50	..	50	..
July 21, 76, at Tongataboo.....	470	90	80	..
August 24, 76, sailed from St Helena.....	425	..	165	..
November 16, 76, at Tenerife.....	260	..	..	..
October 10, 76, at St. George's Sound.....	1160	980	..	..
Arrived September 26, 76,	625	..	..	..
August 7, 76, at sea, no lat &c.....	225	..	225	..
September 4, 76, at Fayal.....	700	15	..	..
September 15, 76, sailed from Fayal.....	400	..	100	..
September 11, 76, at Baita.....	15	200	100	20
No date, at sea, no lat &c.....	330	..	340	..
June 18, 76, at sea, no lat &c.....	..	..	..	..
September 5, 76, abandoned in Arctic Ocean.....	150	6700	..	..
July 12, 76, at sea, no lat &c.....	1250	..	450	..
Arrived November 4, 76, 37 sperm.....	675	..	200	..
October 9, 76, at sea, lat 37, lon 48.....	330	3200	..	..
September 17, 76, at San Francisco, clean.....	520	2850	..	..
September 28, 76, at sea, no lat &c.....	250	80	190	..
July 28, 76, at Talcahuano.....	190	..	..	..
August 8, 76, off Mahe.....	1100	2000	..	..
October 1, 76, at sea, no lat &c.....	1000	..	560	..
September 25, 76, sailed from Fayal.....	12	..	12	..
September 5, 76, abandoned in Arctic Ocean.....	190	1400	..	..
July 10, 76, at sea, no lat &c.....	220	..	320	..
July 29, 76, at sea, no lat &c.....	1130	250	1100	25
September 20, 76, sailed from Tenerife.....	570	..	..	..
July 14, 76, at sea, no lat &c.....	700	..	560	..
September 18, 76, at Tenerife.....	1100	880	..	..
September 1, 76, on Malte Banks.....	1100	..	..	..
August 25, 76, at Kabenda.....	700	..	560	..
October 7, 76, off and on at Fayal.....	1100	..	..	..
September 26, 76, at Bravo.....	1230	..	123	..
September 3, 76, abandoned in Arctic Ocean.....	950	..	250	..
September 3, 76, at sea, no lat &c.....	1350	..	1250	..
October 16, 76, sailed from Tenerife.....	60	..	..	..
Arrived November 6, 76, 1,000 sperm 500 wh.....	..	..	..	..
October 26, 76, sailed from Flores.....	190	..	70	..
Arrived October 24, 76, 1,800 sperm 200 whale.....	..	..	..	..
October 3, 76, sailed from Fayal.....	960	..	490	..
November 10, 76, at sea, no lat &c.....	250	2335	..	..
October 11, 76, at Valparaiso.....	1325	..	1480	..
September 22, 76, off Talcahuano.....	1400	550	370	..
October 10, 76, at sea, no lat &c.....	160	4550	..	..
November 23, 76, at San Francisco.....	100	..	..	..
April 24, 76, sailed from St Helena.....	970	..	..	..
October 5, 76, sailed from Tenerife.....	660	5700	..	..
November 27, 76, at Flores.....	170	220	100	..
Arrived October 26, 76, 220 sperm.....	..	..	..	..
Arrived November 5, 76, 76, 470 sperm.....	425	..	125	..
July 20, 76, at Kabenda.....	..	..	..	..
October 22, 76, sailed from St Michaels.....	600	..	..	..
August 29, 76, at sea, no lat &c.....	600	200	620	20
September 15, 76, at sea, lat 28 53 N, lon 25 W.....	..	..	..	..
August 29, 76, at sea, no lat &c.....	200	..	200	..
October 1, 76, at sea, no lat &c.....	30	..	30	..
August 12, 76, off St. Helena.....	500	..	..	..
October 10, 76, at Flores.....	185	1600	..	..
No date, at sea, no lat &c.....	100	140	..	..
October 31, 76, sailed from St Michaels.....	600	..	160	..
October 24, 76, at St Michaels.....	215	..	..	..
October 7, 76, sailed from Tenerife.....	400	..	..	..
September 19, 76, at sea, no lat &c.....	80	400	80	27
No date, at sea, no lat &c.....	530	270	80	..
October 30, 76, at Tenerife.....	30	..	..	..
September 5, 76, abandoned in Arctic Ocean.....	325	5500	30	140
April 29, 76, at sea, sailed from Tenerife.....	75	..	..	..
October 20, 76, sailed from Tenerife.....	750	..	260	..
November 5, 76, at Tenerife.....	430	..	..	..
July 12, 76, at Hobart Town.....	1000	300	..	..
October 20, 76, at Honolulu.....	31700	30	170	..
No date, at sea, no lat &c.....	40	..	..	..
October 1, 76, sailed from Tenerife.....	280	..	..	..
Arrived September 12, 76, 7 sperm 7 whale.....	400	..	..	..
September 22, 76, at sea, no lat &c.....	660	560	..	..
September 30, 76, at Panama.....	..	..	..	..
September 8, 76, at Mauritius.....	75	425	75	42
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NOW READY!
THE LATEST
FALL AND WINTER STYLES
OF CLOTHING, AT
CHARLES FISHER'S



CONSISTING OF
Overcoats for Men,
Overcoats for Boys,
Overcoats for Children,
Reefers for Men,
Reefers for Boys,
Dress Suits for Men,
Business Suits for Men,
Dress Suits for Boys,
School Suits for Boys,
Childrens Dress and Play
Suits,
AND A LARGE ASSORTMENT OF
CHEAP
CLOTHING
For Men and Boys to Select From,
—A T—
Charles Fisher's,
64 PURCHASE STREET,
New Bedford, Mass.
OPPOSITE CITY CLOCK.

THE TAUNTON COPPER CO.
OFFER FOR SALE
Yellow Metal and Copper Sheathing.
BOLTS, SPIKES, NAILS, & C.,
Old Metal taken in exchange for new
John P. Knowles, 2d, Agent.
Corner Commercial and Front Sts.
NEW BEDFORD, MASS.
apr27-2

PHINEAS WHITE, JR.,
—FURNISHES THE—
PENDULUM PUMP.
THIS PUMP is the most powerful, as well
as the easiest working now in use. It is
adapted to all kinds of vessels, as well as
houses.
Mr. White attends to the repairs of all
kinds of Pumps; also furnishes and does all
kinds of Plumbing on the most reasonable
terms. Call at No. 24 William street.
jes875 1y

I. H. BARTLETT & SONS,
(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles, &c.
ON COMMISSION.
NEW BEDFORD, MASS.
IVORY H. BARTLETT, Jr.,
GEO. F. BARTLETT.

WHALING GUNS.
THE subscriber flatters himself that his
HOMB LANCE for killing whales
has the reputation so thoroughly estab-
lished, that any comment in an advertise-
ment is unnecessary. Thankful for previous
praise, he hopes to merit a continuance of the same.
The Lances are for sale by the following
Agents, and at the manufactory, by
J. A. BRAND.
Norwich, Ct., Feb. 29th, 1856.
AGENTS.
Edward P. Haskell New Bedford, Mass.
Union Wharf Co. Provincetown, Mass.
Heman Smith, 21 Fulton street, Boston.
Crocker, Wood & Co., New York City.
Williams & Barns, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
F. A. PARKER, Russell, Bay of Islands
New Zealand.
feb25-7

CORDAGE.
THE NEW BEDFORD CORDAGE COM-
PANY are now prepared to furnish all
short notice.
GANGS OF RIGGING,
of all sizes, and of the best manufacture,
MANILLA AND HEMP WHALE LINE,
made from pure Manilla and Green Hemp.
All orders sent to L. A. FLEMING, Treas-
urer, Hotel's Square, New Bedford, Mass.,
will be promptly attended to.

POLHAMUS H. A. POLHAMUS JR
H. A. POLHAMUS & SON,
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, & C.,
OFFICE, 140 FRONT STREET,
NEW YORK.
ESTABLISHED 1841,
may7-72

CHARLES R. SHERMAN,
DEALER IN
NAUTICAL, MATHEMATICAL, AND
OPTICAL INSTRUMENTS.
Charts, Nautical Books, Patent
Logs, Stationery, & c.,
No. 49 North Water Street.

The Whalemens Shipping List.

NEW BEDFORD:
TUESDAY MORNING, DEC. 5, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone
into the United States, for the week ending
December 4, 1876.

	Bls.	Sp.	Lbs.
New York.	...	...	...
Steamer Acapulco,	...	...	...
Total	...	...	...
Previously,	...	...	...
From Jan. 1, to date,	...	...	...
Same time last year,	...	...	...

EXPORTS FOR THE WEEK END- ING DECEMBER 4, 1876:

	sp.	wh.	bone.
Previously,	...	...	...
From Jan. 1, to date,	...	...	...
Same time last year,	...	...	...

NEW BEDFORD OIL MARKET.

For the week ending December 4.

SPERM.—The market is very quiet, the
only sale being 250 bls. on private terms.

WHALEBONE.—A sale of 1,000 lb. Northwest
is reported in this market, at \$3 1/2 B.

IMPORTATIONS.

Per steamer Acapulco, at New York, 25th
ult., from Panama:—700 bls. sperm oil from
ship Emma C. Jones, to William Watkins,
New Bedford.

LETTERS.

A letter from Capt. Potter, of ship Emma
C. Jones, of this port, reports her at Pana-
ma, November 16th, ready for sea. Bound
to Tumbes, and then to Off Shore Ground,
Joseph Manuel, a boatsteerer, was drowned
May 8th, by being carried down with a foul
line fast to a whale, after the capsizing of
the boat.

A letter from Capt. Ellis, of bark Swallow,
of this port, reports her at Tenerife, No-
vember 3th, with 60 bls. sperm oil since
leaving Fayal—418 bls. sperm oil all told—
all well. Would sail next day to cruise.

A letter from on board bark Canton, Sher-
man, of this port, reports her in King
George's Sound, September 21st, with 900
bls. sperm oil. All well.

DIED.—In this city, 27th ult., Mr. Benja-
min F. Coombs, aged 52 years, Cashier of
the National Bank of Commerce. Mr.
Coombs had been connected with the bank
for more than twenty years, acquitting
himself of the responsible trusts reposed in
him with the strictest integrity and honor,
while his quiet and unassuming manners
secured to him the confidence and esteem
of all who were in any way connected with
him in the various relations of business and
of private life.

The official count of votes in Massa-
chusetts was reported to the Executive
Council last week. For Governor, Alex-
ander H. Rice, has 137,665, Charles F. Ad-
ams 106,830, John I. Baker 12,774, scatter-
ing 115. For Secretary of State, Henry B.
Pierce 141,853, Weston Howland 107,839,
D. B. Gurney 8,773, scattering 500. Mr.
Craib's vote for Representative to Con-
gress from this (First) District, is 14,153,
Joseph M. Day 6,179, scattering 10.

The next House of Representatives
will consist of 293 members, of whom from
present returns, 136 are Republicans, and
146 Democrats; which without reckoning
three doubtful States, give a Democratic
majority of 10—which, however, it is be-
lieved will be reduced to 5 or 6, when the
returns are all officially announced.

Pending the continuation in this
city for the Mayoralty, it may not be in-
apt to mention that the recent lord mayor
of London had to pay about \$85,000 to sup-
port the dignity of his office.

The United States Minister to Liberia,
J. Milton Turner, has commenced suit for
\$5,000 damages against the proprietors of
the Astor House, New York, for refusing
to let him have his room, which had been
engaged for him on his recent arrival from
Europe. His name was entered for the
room, but when the clerk saw that Mr.
Turner was a colored man he refused to let
him stay in the house, and Turner was
obliged to go to the International Hotel.

William Burnett, United States Steam-
boat Inspector General, appointed from
Boston, has been removed from office for
the alleged cause of using his official pos-
ition to advance certain patents of his own
to the exclusion of similar instruments
invented by others.

William S. Woodward, formerly a great
Wall street operator in New York, who
failed in consequence of the Rock Island
corner of 1871, has received a discharge in
bankruptcy. His debts amounted to nearly
\$3,000,000.

The gold market on the 29th ult., de-
clined to 108 5/8ths, the lowest quotation
since 1873. In November of that year it
touched 106 1/2. The late peaceful news from
Europe and large importations of specie at
New York have had a weakening effect
upon the gold premium. \$1,500,000 in
specie was withdrawn from the Bank of
England on the 29th ult., for shipment to
New York.

Hon. Caleb Cushing took his departure
from New York on the 30th ult., to resume
his place at Madrid.

The twenty-four buildings belonging
to the Board of Finance of the Centennial
Exhibition have been sold at auction in
Philadelphia for \$226,160. They cost
about \$2,500,000.

In the United States Circuit Court in
New York city, the suit of the United States
against H. B. Claflin & Co., to recover \$1-
500,000 due on smuggled goods, has been
decided against the firm.

The thermometer on the 1st inst., in
New Bedford was 10° above zero; in Bos-
ton 10°; at St. Louis 40°; Chicago 12°. On
the 2d inst., in New Bedford 7°.

Suits aggregating \$17,000,000 have been
brought against the city of Fall River by
the mill corporations for taking water from
Watuppa Pond to supply the city.

Mrs. Ives, daughter of Mr. John Lath-
rop Motley, the American historian was
united in marriage on the 2d inst., with
Mr. W. G. Vernon Harcourt, M. P.

THE MARITIME ASSOCIATION.

This Association, says the New York Shipping
List, which was organized in 1871, by a
few shipping firms who had long recog-
nized the necessity of an institution for
the collection and dissemination of the
latest marine and commercial intelligence
from all parts of the world, and as a head-
quarters for the intercourse of ship-own-
ers and business men, we are glad to learn
by a circular just issued by its managers,
has achieved an unequivocal success. At
the outset its membership was very limited,
but it rapidly rose, till in 1872 it num-
bered 250 firms. In 1875 a consolidation
with the old Merchants' Exchange and
News Association was effected, and the
members now number about 2,000 persons.
The career of the Exchange has been one
of uninterrupted success, by reason of care-
ful and prudent management. Through
the system of exchange which has been
perfected, all the latest ship news is
promptly made public, and besides the
benefits to its members, the ship-owner,
the shipper, the insurer, the uninsured,
and the families of the crews of vessels are
freed from suspense long in advance of the
ordinary channels of communication. Its
friendly relations with the various marine
exchanges throughout the United States
(by reason of their request for an inter-
change of its news) in connection with its
established agencies all over the world, is
tending to make it an institution rightly
claiming the proud title of the Central
Bureau of Marine News of the United States.

The following paragraph is nearly a
century old, being quoted from "Travels
in North America," by the French Mar-
quis de Chastellux, in the years 1780-82:

"The privateers which so greatly molested
the British trade were chiefly from the
ports of Newbury, Beverly and Salem, in
which places large fortunes were made by
this means; and such must ever be the
case in any future war, from the peculiarity
of their position, whence they may run
out at any season of the year, and commit
depredations on any of the maritime pos-
sessions to which America is hostile, with little
fear of retaliation. Newfoundland, Nova
Scotia, the Gulf of St. Lawrence and of
Florida, and of the West Indian Archipel-
ago, are in a manner at their doors. How-
ever Great Britain may affect to despise
America, she is, perhaps, even in her present
infant state, from various circumstan-
ces, the most formidable enemy she can
have to cope with: in case of a rupture,
for a nation ought collectively to be dis-
passionate, though individuals are not, it
behoves her to reflect where, and in what
manner she can return the blow."

The Customs officers at Paris, Canada,
was surprised the other day by an ancient
dame presenting herself and insisting on
paying the duty on a number of spoons she
stated she smuggled into the country twenty
years ago. There was no mistake about
it. Those silver spoons had troubled her
dreams from that day to this, and lately,
having got religion and joined the church,
she felt she could not leave their weight
on her conscience any longer. She must
pay up, and did.

A female witness in a Hartford court
room testified very positively to certain oc-
currences the other day, and quoted from
a diary which she had kept to corroborate
her statements. She was dumfounded,
however, when the opposing lawyer called
for the diary, and turning to the title page
showed that it was not printed till three
years after the matter in dispute happened.

Judge N. C. Blount of East Pascogoula,
Miss., is said to have invented a ma-
chine by which kegs, barrels and hogs-
heads can be made at the rate of one in
two minutes. He has been offered \$100-
000 for his patent but he sees more money
in it.

The Commissioners on the assessment
on the cost of the new Fall River bridge,
Messrs. Huntress, Taft and Safford, ap-
pointed under the act of the legislature,
have rendered their report to the court as
follows: The cost of the bridge was \$305-
444.82. One-fourth part of the expense is
assessed as follows: County of Bristol,
\$41,361.20; city of Fall River, \$25,600; town
of Somerset, \$5,200; town of Swansea, \$3-
200; total, \$76,361.20.

Speculators are buying immense quan-
tities of potatoes in Maine and shipping
them abroad. Two weeks ago they were
selling for 50 cents per bushel; now they
have advanced to 60, and in some places
to 70 cents per bushel, with the prospect
of a still further increase. Large quanti-
ties are being shipped from Bangor to Bel-
fast.

Under the direction of the Washing-
tonians, organized in 1843, a convention of
all temperance organizations in Ports-
mouth, N. H., five in number, will be held
in that city on Saturday evening, Decem-
ber 9th, to take counsel and adopt such
vigorous means as will promote harmony
of action in bringing the evils of intemper-
ance more prominently and effectually be-
fore the public.

The Mayor of Worcester has received
the following petition for the recovery of
property lost by the flood, last Spring:
"To the mare and assessors of Worcester,
Mass., dear Sir, I would like to have the
worth of 50 Dollars for my bees and hun-
ny that I lost in the flood at Jamesville."

The lowest temperature in the Arctic
seas recorded by Capt. Ross in 1820 was
50° below zero; by Dr. Kane in 1853, 70°;
by Dr. Hayes in 1861, 68°; by Capt. Nares
in 1876, 72°. A Russian traveler named
Niveroff once registered 72° at Yakoutsk,
Siberia.

A dispatch from London states that
the captain of the whaler Jan Mayen, of
Peterhead, recently encountered an Esqui-
maux living far to the northward of
Cumberland Gulf many years ago massa-
cred Capt. Crozier, second in command of
the Franklin Expedition, and five other
whites, because they refused to surrender
their guns and ammunition.

GOOSE-BONE WEATHER PREDICTIONS.

The goose-bone is more closely watched
in Kentucky than in any other part of the
country. It has been handed down among
the early traditions of the State, and may
be called the Kentucky weather prophet.
It is to be found in nearly every Kentucky
country home, and in many parts of the
State the farmers consult it, and prepare
for handling their crops in accordance with
its readings. The prophecy of the goose-
bone does not extend beyond the year in
which the goose was hatched, and the pre-
diction is for the three Winter months
only. Take the breast bone of a last
Spring's goose and divide it into three
equal parts, and the different divisions will
represent December, January and Febru-
ary. The breast bone of a goose is trans-
lucent, and if clear when held up to the
light, the weather will be mild and pleas-
ant; but, if covered with cloud-like blots,
it will be gloomy and cold; the heavier
the blots, the colder will be the weather.

A study of this year's goose-bone indi-
cates that the weather for December will
be cloudy and gloomy, probably with much
rain and snow, not very cold, but, what
a very disagreeable month. About the
last of December we shall have some cold
weather, which will continue to grow cold-
er as January advances. The month of
January will be a cold one throughout,
with some very severe weather during the
last part of the month. On the prophecy
of the goose bone, it may be predicted that
about the last of January we will have the
coldest weather experienced for a number
of years. February will be more pleasant
and Spring-like, betokening an early ter-
nition of the flowers. During the last part
of the month, however, there will be a few
cold days, but no severe weather.

Such is the prophecy of the goose-bone,
and as we have the word, says the Louis-
ville Commercial, of a good old farmer up
in Woodford county, that it has not failed
for fifty years, we may as well prepare to
meet it, and need not be surprised if we
have good skating on the Ohio River dur-
ing the latter part of January.

THE EFFECTS OF CYCLONES.—Galignani's
Paris Messenger in its report of pro-
ceedings of the Academy of Science says:
—M. Faye adverted to a statement made
by Dr. Boue and inserted in Bulletin XIX.,
1876, of the Imperial Academy of Science
at Vienna, to the effect that he had wit-
nessed two waterspouts in 1813 and 1814
on the Atlantic, another in Corinthia in
1832, and, lastly, several small ones on the
Sea of Janina; that he had distinctly seen
the two first descend from the clouds, but
that as for the Albanese ones he had quite
as distinctly seen them rise out of the sea,
the sky being then cloudless; so that con-
sequently M. Faye had made too sweeping
an assertion when he denied all possibi-
lity of ascending waterspouts and exclusi-
vely admitted descending ones. To this M.
Faye last week replied that he had thank-
fully accepted Dr. Boue's testimony regard-
ing the two descending cyclones, which he ac-
cordingly entered among the various in-
stances he already possessed; but that, as
to the small waterspouts of the Sea of
Janina, he could not consider them other-
wise than as being of the same nature as
the former. He observed it was mechan-
ically impossible that a local vacuum form-
ing in the lower strata of the atmosphere,
and consequently exposed to simultaneous
rush of all the ambient air, could produce
anything but tumultuous motions; that
the formation of a spout round a vertical
axis, with rapid and incessant rotation,
and having, moreover, the strange prop-
erty of perpetuating the vacuum in spite of
the constant afflux of air, so as to enable
the sea-water to rise to a certain height,
was inadmissible; and that, supposing
such a spout to be formed, it could not
raise the water to an altitude of seventy or
eighty feet, as estimated by Dr. Boue, but
only to thirty-two feet, the altitude that
might be gained by the most powerful
pump. He therefore concluded that Dr.
Boue must have been under the influence
of an optical illusion; that the gyration of
a waterspout at its foot was much too
rapid to be perceived, and that the specta-
tor, therefore, even when put on his guard,
attributed to the motion of the spout what
was in reality the disturbance of the waters
at its foot, amid the fog of pulverized wa-
ter playing in the atmosphere.

Dr. Forbes Winslow, who is regarded
as one of the most able modern authorities
on mental derangement, records it as a
startling fact, not a mere rumor, that over
10,000 persons of unsound mind are con-
fined in lunatic asylums in the United States,
driven mad from over-excitement by Spir-
itualism; Dr. Winslow adds that insanity
from this cause is now very prevalent in
England, and is increasing day by day.

CREW LIST OF VESSELS SAILED.

Bark Merlin, Capt. John R. Sturgis, sailed
from this port November 27th, 1876, for
the Indian Ocean. The following persons
compose her crew:

Edward Akin, of Westport, first mate;
Austin E. Smith, of Chilmark, second
mate; Joseph Alexander, New Bedford,
third mate; Pedro de Costa, St. Jago,
fourth mate; Albert Fontener, New Bed-
ford, cooper; Legrand Seeley, Foughkeep-
sie, Ezra R. Conant, Coit, Antoine Vera,
Pico, and Victory Silva, Maia, boatsteer-
ers; Bernardino Gonçalves, Bravo, stew-
ard; Jerome Joze, New Bedford, cook;
Joseph King, do., Manuel Francis, Pico,
John Mendonca, Graciosa, John Francis,
St. George, John Boy, Honolulu, Mar-
cellino Pires, Bravo, Justiano Teixeira,
do., Manuel Joseph, Flores, Myron R.
Sturgis, Coit, James D. Kirk, Scotland,
Jonas DePina, Fogo, Arthur H. Austin,
Fairhaven, Charles R. Shaw, do., George
Burton, Marshpee, Isaac Simon, do., El-
jah W. Pocknett, do., Ozial A. Baker, do.,
and William Collins, do., seamen.

Schooner William Wilson, (of Marion,)
Capt. Charles B. Barstow, sailed from that
port November 27th, 1876, for the Atlantic
Ocean. The following persons compose
her crew:

Arthur H. Hammond, of Wareham, first
mate; Harrison M. Taber, Mattapoisett,
second mate and boatsteerer; George W.
Potter, Jr., New York, shipkeeper and
boatsteerer; Augustus Popple, New Bed-
ford, steward; E. H. Morse, Marion, cook;
Thomas Scott, New Bedford, Luis Manuel
Do-Santos, do., Benjamin F. Agostini, do.,
Robert Wilson, Reading, Samuel Burris,
Maine, William Edwards, New York, Benja-
min L. Mason, New Hampshire, Thomas
Barrett, Lowell, and Franklin C. Kelley,
do., seamen.

Schooner Ellen Rodman, (of Fairhaven,)
Capt. Charles H. Wilbur, sailed from this
port December 1st, 1876, for the Atlantic
Ocean. The following persons compose
her crew:

Valentine C. Long, of New Bedford,
first mate; John C. Freeman, second mate;
Harrison Doty, of Man-field, third mate
and shipkeeper; Charles Goveally, New
Bedford, boatsteerer; B. F. Richardson,
do., steward; Pedro Veras, do., cook;
Samuel Wright, do., Thomas W. Gardner,
do., Eugenio Ferecandez, do., Pedro San-
tiago, do., Jose Duarte, do., Manuel Depina,
do., Ferdinand A. Wepquish, Marsh-
pee, Frank L. Conner, Westborough, and
Elisha E. Wilcox, residence unknown,
seamen.

MARRIED.

In this city, 23d ult., Mr. Elmer A. Jenkins
to Lillie F. Fisher; 30th, Mr. Henry H. Fran-
cis to Miss Annie S. Russell; Mr. Charles H.
Coxen to Miss Rebecca W. Hutchins, all of
this city.

DIED.

In this city, 26th ult., Mary M., wife of
Salisbury Brown, 38 years, 4 months and 5
days; Mary P., infant daughter of Matthew
and Mary Enos, 2 years and 2 weeks; 27th,
Patrick Sullivan, 50; Benjamin F. Coombs,
Cashier of the National Bank of Commerce,
55 years, 11 months and 6 days; Edwin R.,
son of Shepherd W. and Carrie S. Sieves,
3 months; Thomas Francis, infant son of
James and Elizabeth Corish, 2 years, 9
months and 21 days; 29th, Harry Whitridge,
infant son of Charles A. and Lucy M. Terry,
6 months and 4 days; 1st inst. George
Almy, formerly of North Dartmouth, 77.
In Fairhaven, 30th ult., Miss Annie M.
Norton, 38.

In North Dartmouth, 29th ult., Maria, wife
of Hosen Edwards, 55 years, 7 months and
3 days; 30th, Henry Morse, 74.
In Westport, 27th ult., Weighty, daughter
of Lemuel and Phoebe A. Gifford, 23.
In Mattapoisett, 28th ult., Sylvia W. Snow,
38.

NOTICE TO VOTERS.

NOTICE is hereby given that the Lists of
Voters for the several Wards of the City
of New Bedford are completed. Copies may
be seen at the following named places:

WARD ONE.—At the store of George B. Mac-
omber, 305 Purchase street.
WARD TWO.—At the store of William H.
Chappell, 229 Purchase street.
WARD THREE.—At the store of Charles A.
Bonney, 111 Purchase street.

WARD FOUR.—At the Union Store on North
Sixth street, near Union street.
WARD FIVE.—At the store of the Acushnet
Co-operative Association, corner of Third and
Russell streets.

WARD SIX.—At the store of Albert G. Stan-
ton & Co., corner of Third and Grinnell
streets.

The Voters of the City are requested to
see that their names are properly registered,
and the following persons are particularly
called on to see if their names are correctly
inserted:

Persons who have paid a tax assessed upon
them in the State within two years, and who
have been residents in the City since the first
of May last.

Naturalized citizens, and persons who have
reached their majority since the first of May
last.

Those persons who have not paid a tax as-
sessed upon them within two years, cannot
vote.

No voter can have his name changed from
the Ward in which he was assessed, unless he
has filled his claim on or before the first
day of September with the Mayor and Al-
dermen.

No person's name can be added to the check
lists after 9 o'clock P. M. SATURDAY, the
24th day of December, at which time regis-
tration will close, and his qualifications
as a voter shall have been determined by
the Mayor and Aldermen, at a meeting
held on or before Saturday aforesaid.

The Mayor and Aldermen will be in session
at the City Hall, on TUESDAY, the 1st
day of December, from 9 A. M., to 1 P. M.,
and from 2 P. M. to 5 P. M., and on SATURDAY,
the 24th, from 9 A. M., to 1 P. M., and from 2 P. M.
to 5, and from 7 P. M. to 9 P. M., for the purpose
of receiving and considering petitions, and
accident or mistake, have been omitted.

All persons, who wish to have their names
corrected or inserted, must bring their tax
bills.

By order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.

NOTICE--WARD ONE.

CITY OF NEW BEDFORD, ss.
To the Marshal or either of his Assistants,
or either of the Constables of the City of
New Bedford, GREETING:

In the name of the Commonwealth of Mas-
sachusetts, you are hereby commanded
forthwith to warn the inhabitants of Ward
Number One, in said city, qualified as the
law directs, to assemble at the building on the
Northwest corner of Purchase and Frank-
lin streets, in said Ward, on TUESDAY, the
5th day of December next, (it being the first
Tuesday in said December,) at nine o'clock
in the forenoon, then and there to bring
in their votes to the Warden on one piece
of paper for a Mayor, and six Alder-
men, one Alderman being selected from
each Ward, and one Assessor; also for four
Common Councilmen, for an Overseer of the
Poor, for a member of the School Com-
mittee, for an Assistant Assessor, for a War-
den, Clerk, and three Inspectors of Elec-
tions, being all residents of said Ward, by
causing the same to be published in the
"Daily Evening Standard" and "Daily Mer-
cury," two newspapers published in said
New Bedford at least seven days before the
time appointed for said meeting.

The polls will be closed at Two o'clock in
the afternoon of that day.
Hereof fail not, and have you then and
there this Warrant, with your doings there-
on.

Witness, ABRAHAM H. HOWLAND, JR., May-
or of our City of New Bedford, this Twen-
ty-Seventh day of November, in the year
one thousand eight hundred and seventy-
six.

Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
PATRICK CANNANY, Constable.

NOTICE--WARD TWO.

CITY OF NEW BEDFORD, ss.
To the Marshal or either of his Assistants,
or either of the Constables of the City of
New Bedford, GREETING:

In the name of the Commonwealth of Mas-
sachusetts, you are hereby commanded
forthwith to warn the inhabitants of Ward
Number Two in said city, qualified as the
law directs, to assemble at the Station House
on Franklin street, in said Ward, on TUESDAY,
the 5th day of December next, (it being the first
Tuesday in said December,) at nine o'clock
in the forenoon, then and there to bring
in their votes to the Warden on one piece
of paper for a Mayor, and six Aldermen, one
Alderman being selected from each Ward
and one Assessor; also four Common Coun-
cilmen, for an Overseer of the Poor, for a
member of the School Committee, for an As-
sistant Assessor, for a Warden, Clerk, and
three Inspectors of Elections, being all res-
idents of said Ward, by causing the same to
be published in the "Daily Evening Stand-
ard" and "Daily Mercury," two newspapers
published in said New Bedford, at least seven
days before the time appointed for said
meeting.

The polls will be closed at Two o'clock in
the afternoon of that day.
Hereof fail not, and have you then and
there this Warrant, with your doings there-
on.

Witness, ABRAHAM H. HOWLAND, JR., May-
or of our City of New Bedford, this Twen-
ty-Seventh day of November, in the year
one thousand eight hundred and seventy-
six.

Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
PATRICK CANNANY, Constable.

COOPERAGE!

J. H. BURNS. H. GRUBE.
J. H. BURNS & CO.,
BEES LEAVE TO NOTIFY THE PUBLIC
that they have purchased the entire
stock in trade of the late James L. Lewis,
and that they will continue to carry on the
business of

Coopering and Guaging,
At No. 22 Fort Street,
HONOLULU, H. I.
Where they will be found prepared to ex-
ecute all orders in their line

Casks, Kerosene Oil Containers
For TALLOW &c., &c., always on hand.
tf nov28/76

HEREOF FAIL NOT, AND HAVE YOU THEN AND THERE THIS WARRANT, WITH YOUR DOINGS THERE- ON.

Witness, ABRAHAM H. HOWLAND, JR., May-
or of our City of New Bedford, this Twen-
ty-Seventh day of November, in the year
one thousand eight hundred and seventy-
six.

Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
EDWARD W. WAITE, Constable.

NOTICE--WARD THREE.

CITY OF NEW BEDFORD, ss.
To the Marshal or either of his Assistants,
or either of the Constables of the City of
New Bedford, GREETING:

In the name of the Commonwealth of Mas-
sachusetts, you are hereby commanded
forthwith to warn the inhabitants of Ward
Number Three, in said city, qualified as the
law directs, to assemble at the Advent Meet-
ing House, on Kempton street, near County
street, in said Ward, on TUESDAY, the 5th
day of December next, (it being the first
Tuesday in said December,) at nine o'clock
in the forenoon, then and there to bring
in their votes to the Warden on one piece
of paper for a Mayor, and six Aldermen, one
Alderman being selected from each Ward,
and one Assessor; also for four Common
Councilmen, for an Overseer of the Poor,
for a member of the School Committee, for
an Assistant Assessor, for a Warden, Clerk,
and three Inspectors of Elections, being all
residents of said Ward, by causing the same
to be published in the "Daily Evening Stand-
ard" and "Daily Mercury," two news-
papers published in said New Bedford, at
least seven days before the time appointed
for said meeting.

The polls will be closed at Two o'clock in
the afternoon of that day.
Hereof fail not, and have you then and
there this Warrant with your doings there-
on.

Witness, ABRAHAM H. HOWLAND, JR., May-
or of our City of New Bedford, this Twen-
ty-Seventh day of November, in the year
one thousand eight hundred and seventy-
six.

Per order of the Mayor and Aldermen,
HENRY T. LEONARD, City Clerk.
A true copy. Attest:
LUTHER M. DAYTON, Constable.

NOTICE--WARD FOUR.

CITY OF NEW BEDFORD, ss.
To the Marshal or either of his Assistants,
or either of the Constables of the City of
New Bedford, GREETING:

In

DECEMBER 12, 1876.

ST.	WH	SP.	W
160	.80	160	.8
160	1.00	160	.8
225	.80	160	.8
280	1.00	160	.8
12		.12	
450		.450	
160		160	
900	.10	900	
375			
130			
630	1320	130	.35
160			
.80			
.45	.450		.4
290		150	
145			
150			
50		.50	
470	.90	.80	
300		.300	
160	.00		.50
300		.300	
400	.15		
100		.400	
300	.20	100	.2
130	.60	130	.9
1250		.450	
675		.260	
320	3200		
120	.80	.100	.8
200	2000		150
115			
220		.450	
430	.250	1100	.21
570		.560	
1150	.880	.70	
1150		.160	
950	.75	1250	.7
100			
100		.70	
50			
250		.400	
250	2250		.20
1500		.680	
1600	.550	.370	
1400	.850		1400
430			.500
400			
330	.270	.80	
370	230	190	.220
425		.125	
500	.290		
750		.270	
750		.200	
800		.30	
800		.10	
185	1000		.0
100	.140		.14
215			
400		.40	
480	.270	.80	.27
530			
39			
75		.360	
430		.90	
430			
1000	300		
125		.30	
125		.125	
600	.500		
75	.425	.75	.4
800	220	120	
360		.50	
490			
600	.80		
340		.30	
160			
150	.20		
130			
130			
75			
150			
160			
160	.10	.150	.10
240			
800			.400
480			
160	.250		
100			.100
300			

Atlantic Mutual
INSURANCE COMPANY.

Total amount of assets.... \$16,019,946.83
Six per cent. interest on the outstanding
certificates of profit will be paid to the holders
thereof, or their legal representatives, on
and after Tuesday, the first of February
next.
The outstanding certificates of the issue
of 1872, will be redeemed and paid to the
holders thereof, or their legal representa-
tives, on and after Tuesday, the first of
February next, from which date all inter-
est on the same will be paid. The certificates to
be produced at the time of payment, and
cancelled. Upon certificates which were is-
sued for gold premiums, the payment of in-
terest and redemption will be in gold.
A dividend of \$1.00 per share will be de-
clared on the net earned premium of the
Company, for the year ending 31st Decem-
ber, 1876, for which certificate will be dis-
cussed on and after Tuesday, the fourth of
April next.

By order of the Board,
J. H. CHAPMAN Secretary

**RICHARD S. HOWLAND,
SHIPPING
AND
COMMISSION MERCHANT,
No. 18 Market Street,
SAN FRANCISCO,
P. O. Box 392. California.**

REFERENCES:
George H. Bartlett & Sons, } N. Bedford
William W. Crapo, Esq., }
Charles Brewer & Co., Boston,
Charles D. Owen, Providence.
E. A. Maitland, 4th Nat. Bank, New York.
mch29 75-4f

Particular attention paid to the sale of Merchandise, purchasing and shipment of California and Oregon Produce, chartering of vessels effecting Insurance, &c.
Liberal advances made on consignments.

REFERENCES:

William J. Rotch,
Leander A. Plumer,
James D. Thompson,
William H. Matthews,
Weston Howard,
George Barney,
Edward Merrill,
S. Griffiths Morgan.

sep28'69-1f

Our stock, which we intend shall be the largest and most complete in this section comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their

Prescriptions Prepared only by Competent and Careful Persons.

and in all other things it shall be our constant aim to gain the confidence and esteem of our patrons.

MR. J. ABRAHAM H. SHURTLEFF remains with us and will be pleased to see all his old friends and hosts of new ones at the old stand.

WANTED. We will give energetic men and women
Business that will Pay

from \$4 to \$8 per day, can be pursued in your own neighborhood, and is strictly honorable. *Particulars free*, or samples worth several dollars that will enable you to go to work at once, will be sent on receipt of fifty cents. Address

J. LATHAM & CO.,
419 Washington St., Boston, Mass.
P.O. Box 2,164. sep12-3m

CONSISTING OF
Overcoats for Men,
Overcoats for Boys,
Overcoats for Children,
Reefers for Men,
Reefers for Boys,
Dress Suits for Men,
Business Suits for Men,
Dress Suits for Boys,
School Suits for Boys,
Childrens Dress and Play
Suits,
AND A LARGE ASSORTMENT OF
CHEAP

THE TAUNTON COPPER CO.
OFFER FOR SALE
Yellow Metal and Copper Sheathing,
BOLTS, SPIKES, NAILS, &C.,
Old Metal taken in exchange for
new.
John P. Knowles, 2d, Agent.
Corner Commercial and Front Sts.
NEW BEDFORD, MASS.

PHINEAS WHITE, JR.,
—FURNISHES THE—
PENDULUM PUMP.

WHALING GUNS.

THE subscriber flatters himself that his **T BOMB LANCE** for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same.

The lances are for sale by the following Agents, and at the manufactory, by

J. A. BRAND.

Newburgh, Ct. Feb. 1854.

CORDAGE.
THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish at short notice
GANGS OF RIGGING,
Of all sizes, and of the best manufacture.
MANILLA AND HEMP WHALE LINE,
Made from pure Manilla and Russia Hemp.
All orders sent to **L. A. PLUMMER, Treasurer,** Rotch's Square, New Bedford, Mass., will be promptly attended to.

CHARLES R. SHERMAN,
NAUTICAL, MATHEMATICAL, and
OPTICAL INSTRUMENTS.
Charts, Nautical Books, Patent
Logs, Stationery, &c.,

No. 49 North Water Street,
NEW BEDFORD.
SEXTANTS, QUADRANTS, SBY GLASSES,
COMPASSES, &c., repaired in a workman-
like manner, and on reasonable terms.
All orders thankfully received and
promptly executed.
oct20/74-1f

The Whalemens Shipping List.

NEW BEDFORD:
TUESDAY MORNING, DEC. 12, 1876.

Imports
of Sperm and Whale Oil and Whalebone
to the United States, for the week ending
December 11, 1876.

	Bls.	Bls.	Lbs.
Previously,	37,735	32,832	115,315
From Jan. 1, to date,	37,735	32,832	115,315
Same time last year,	39,515	34,766	208,268

	ap.	wh.	bone.
Previously,	3,277	13,356	133,434
From Jan. 1, to date,	3,277	13,356	133,434
Same time last year,	22,783	10,316	133,424
	20,882	6,424	179,248

NEW BEDFORD OIL MARKET.

For the week ending December 11.
Sperm.—Has been in better demand, with
sales of 330 bls. for manufacture, on pri-
vate terms.
Whale.—Is in good request, and sales
have been made of 235 bls. Southern, and
480 do. Humpback, at 65 cents, and 190 do.
do. of inferior quality, at 60 cents & 7 gal-
lons, for manufacture.

LETTERS.

A letter from the 3d officer of bark Osman-
li, Osborn, of this port, reports her at San
Jose, Lower California, November 14th, hav-
ing taken nothing since leaving San Fran-
cisco.

A letter from Capt. Church, of bark Lacti-
tia, of this port, reports her off the Coast of
Arabia, October 29th, with 130 bls. sperm
oil since last report—460 sperm all told. Re-
ports spoke same date, bark Greyhound,
Allen, New Bedford, with 350 sperm all told.

Mr. Wendell T. Davis, register of
bankruptcy for the 10th district, died sud-
denly in Greenfield on the 31st inst., aged 58.
He was a son of Judge Wendell Davis of
Plymouth, and brother of George T. Davis,
now of Portland, Me.

Capt. Richard Baker, one of the oldest
sea captains in Boston, died in Charlestown
on the 3d inst., aged 82. He was a native of
Cape Cod, and had commanded at various
times some of the finest sailing vessels from
Boston, and subsequently from 1855 to 1869,
was marine inspector at the port of Boston.

VICK'S FLORAL GUIDE for 1877, the first
No. of which is just issued, is a handsome
and finely illustrated Quarterly. Price only
25 cents a year. Vick's Flower & Vegetable
Garden, in paper, 50 cents; with elegant
cloth covers, 81. Vick's Catalogue, 50 illus-
trations, only 2 cents. With Mr. Vick's usual
generosity and benevolence, he now of-
fers \$40 in Cash for the best show of flowers
at each and every State Fair in America.
Send 25 cents and get his Guide, it is cheap
enough. Remember, only 25 cents for the
four numbers. Address James Vick, Roch-
ester, N. Y.

The proportionate tax to each city
and town in Bristol County for one-fourth
of the cost of the bridge across Taun-
ton river at Somerset is as follows: Acush-
net, \$233.44; Attleborough, \$1,702.03; Berk-
ley, \$118.29; Dartmouth, \$690.01; Dighton,
\$308.87; Easton, \$1,090.88; Fairhaven,
\$384.87; Fall River, \$17,552.50; Freetown,
\$276.01; Mansfield, \$440.30; New Bedford,
\$9,581.57; Norton, \$322.01; Raynham,
\$460.01; Rehoboth, \$302.30; Seekonk,
\$230.01; Somerset, \$394.30; Swansea, \$256.
79; Taunton, \$6,298.94; Westport, \$538.87.
Total, \$41,261.20. In addition to the above
to make up one-fourth of the cost of the
bridge, \$76,351.30, Fall River has been as-
sessed by the State Commissioners, \$41,-
330.20; Somerset, \$5,200; Swansea, \$3,200.

The Massachusetts Electoral College
met in the Senate chamber in Boston, on
the 5th inst., and organized by the choice
of ex-Governor Talbot as President, and
Hon. Carroll D. Wright as Secretary. All
the Electors were present and cast their
votes. The result was announced by the
President in the following words: "I have
the pleasure of announcing that Rufus
B. Hayes of Ohio, has been elected
President of the United States on the part
of this electoral college; and that William
A. Wheeler of New York, has been elec-
ted, on the part of this electoral college,
Vice-President of the United States."

On motion of Mr. Ladd of New Bedford,
a ballot was ordered for a messenger to
carry the certificates to Washington—all
of which were for Henry R. Sibley of Bos-
ton, and he was declared elected. The
regular business of the college having been
completed, on motion of Mr. Ladd, the
college dissolved.

State Detectives Oesting of this city,
and Inns of Boston, arrived in this city on
the 8th inst., from Cincinnati, Ohio, having
in custody John W. Sewall, who is charged
with obtaining goods under false pretences,
amounting to some \$5,000 from parties in
this city. Governor Rice gave the officers a
requisition to which Governor Hayes of
Ohio, readily responded, and Sewall was ar-
rested and delivered to the detectives, not-
withstanding the efforts of able lawyers to
defeat this purpose. Sewall's reputation in
Cincinnati appears to be as bad as in this
city.

THE NEW YORK OBSERVER is out with
its prospectus for the 15th year. It is a
large paper of the first class, and should be
in every family in the land. Those who do
not take it should send for a specimen copy
at once, or, better yet, should send the price
for a year. Any person desiring a com-
prehensive weekly newspaper, filled with just
the news that every family wants, and free
from clap-net or objectionable matter of
any kind, will hardly do better than send
\$3 15 to S. L. Prime & Co., 37 Park Row, New
York, and receive the Observer post-paid.

THE COTTAGE HEARTH—The December
number of this interesting magazine is re-
ceived. The large number of well known
writers for this magazine makes it one of
the best publications of its kind issued. It
is published by D. L. Milliken, 101 Milk
street, Boston, at the low price of \$1 50 per
year.

THE MUNICIPAL ELECTION in this city
on the 5th inst., resulted in the choice of
Hon. ALANSON BORDEN for Mayor, by a
plurality of 131 votes; together with Messrs.
Savory C. Hathaway, John Hastings,
George Howland, Jr., Henry T. Wood,
James E. Stanton and James C. Stafford, for
Aldermen; all with the exception of the
two last named, nominated by the Citiz-
ens' Reform party. There were three
tickets in the field, Citizens' Reform, Citiz-
ens' Temperance, and Citizens', the two
former headed with Mr. Borden for Mayor;
the latter with Charles H. Gifford.

The vote in the several Wards is as fol-
lows:

	FOR MAYOR.
Ward 1.	2. 3. 4. 5. 6. Total.
Borden.	301 287 312 292 432 218 1,832
Gifford.	371 228 369 318 343 348 1,839
Scattering.	2

	FOR ALDERMEN.
Cornell.	232 255 230 202 370 187 1,536
Stanton.	438 377 394 371 326 379 2,295
Hathaway.	305 395 389 313 474 274 2,150
Field.	370 238 287 309 221 293 1,719
Gifford.	225 296 224 253 389 191 1,517
Stafford.	370 238 288 313 224 291 1,724
Tripp.	80 130 165 62 150 34 570
Hastings.	304 297 340 310 466 277 2,094
Cook.	370 237 287 311 223 288 1,716
Howland.	365 395 342 317 475 276 2,110
Kempston.	370 238 287 308 221 290 1,713
Wood.	306 390 337 314 473 276 2,104
Ricketson.	370 238 288 313 224 291 1,724
Scattering.	12 6 7 26

COMMON COUNCILMEN ELECT.

Ward One—John E. Murphy, Benjamin
Dawson, John Wing, Hiram Wordell—Citiz-
ens'.

Ward Two—Harry J. Leach, Robert S.
Lawton, John F. Seale—Reform and Tem-
perance parties; Charles A. Case—Citiz-
ens'.

Ward Three—Charles W. Coggeshall,
William H. Pitman—Reform and Tem-
perance parties; James G. Wilson, William C.
Parker, Jr.—Reform and Citizens'.

Ward Four—William H. Matthews,
Charles H. Taber, William Lewis, Ein-
thal—Citizens'.

Ward Five—Horatio Hathaway—on all
tickets; Isaac C. Sherman—Reform and
Temperance; Antonio L. Sylvan—Reform
and Citizens'; Walter Clifford—Reform.

Ward Six—William J. Bowen, John P.
Taylor—Reform and Citizens'; George
Nelson, Thomas W. Comstock—Citizens'.

In voting for Mayor, Mr. Gifford ran
considerably ahead of his ticket, but fail-
ing plurality. Of the Aldermen elect 4
were nominated on the Reform ticket, and
2 opposition. Eleven Reform Councilmen
and 13 opposition. Three Reform School
Committee and 4 opposition. The aggre-
gate vote for Mayor this year was 3,797.
Last year 4,591. Number of poll taxes as-
sessed this year 8,700.

Assistant Assessors—Ward 1, James T.
Almy; 2, John S. Rogers; 3, John A.
Gomley; 4, Thomas H. Seale; 5, William
B. Topham; 6, John Carroll.

Overseers of the Poor—George B. Mac-
omber, Henry R. Wilcox, Job B. Sherman,
George T. Hough, Peleg S. Macy.

School Committee—Joseph Webster, 3
years; George W. Chase, 1 year; 1, Ivory
S. Cornish, Horatio A. Kempston, Hosea
M. Knowlton, Charles T. Booney, Simeon
Donner.

Wardens—George P. Macomber, Charles
R. Price, Henry B. Almy, Hiram Webb,
David B. Kempston, Albert S. Stanton.

Ward Clerk—Benjamin F. Hathaway,
John L. Gibbs, 2d, Augustus G. Moulton,
William F. Read, William H. Bliss, Peleg
Pease.

LIABILITY OF EXPRESS COMPANIES.

In the Supreme Court in New York a suit
of Jonathan Woodruff, assignee, against
the New York Transfer Company has been
decided in favor of the plaintiff. The
testimony went to show that a lady ap-
plied to the company's agent for a receipt for
her trunk, which was conveyed from the
New Haven Railroad to Brooklyn. She
received what she supposed was a receipt,
but which really contained a contract by
which the company was not held liable for
more than \$100 in case of loss. The trunk
was lost and it being worth more than \$100,
and the company refusing to pay the
amount, suit was brought, and the action
sent to a Referee, who reported in favor of
the plaintiff. An appeal to the Supreme
Court affirmed this decision on the ground
that a common carrier may make a con-
tract limiting his liability; yet as the lady
merely asked for a receipt and had the
right to decline any contract and compel
the company to take the property under
the common law responsibility of a com-
mon carrier, she is not bound by the phra-
seology appearing on the receipt, she not
having perceived it.

EXTRADITION.—London dispatches of
the 5th inst., state that the Anglo-Ameri-
can treaty relating to extradition has been
re-arranged, and that the British govern-
ment is now desirous to undo its acts dis-
charging fugitives, thus restoring former
validity to the treaty; the first step to-
wards which has been the re-arrest of
Brent, the Louisville forger, and warrants
for the arrest Winslow and Gray, who
however cannot be found, they having
been previously warned, and thus far have
successfully eluded arrest. Steps will still
be taken for their apprehension. The Bos-
ton Globe says:—"Old friends and quan-
dam associates of the departed Ezra, who
had dismissed the possibility of that gen-
tleman's return were visibly flurried at
this turn of affairs."

Two projects for renewing direct
trade with Brazil are said to be on foot, as
the result of Dom Pedro's visit last sum-
mer. One is entirely American, and pro-
poses to start with four new iron ships of
not less than 2,000 tons, specially adapted
to the Brazilian trade, and running be-
tween New York, the West Indies, Rio
Janeiro and other Southern ports. The
projectors have Dom Pedro's assurance of
a liberal subsidy from the Empire of Bra-
zil. The other project is to establish an
English line to the Upper Amazon, open-
ing to commerce a great and rich province
heretofore closed, or accessible with great
difficulty. American merchants will be
interested in the success of both enter-
prises.

THE FORTY-FOURTH CONGRESS conven-
ed its second session in Washington on the
4th inst.

In the Senate a resolution was offered
instructing the Committee on Elections to
inquire whether in the recent election in
South Carolina, Louisiana and Florida, the
right of any citizen to vote has been de-
nied or abridged, and also to the eligibility
of Electors. A joint resolution was also
submitted recommending that a conven-
tion be held at Columbus, Ohio, in May
next, to revise and amend the Constitution.

In the House, Mr. Cox nominated Mr.
Randall, of Pennsylvania, for Speaker.
Mr. McCrary nominated Mr. Garfield of
Ohio. The vote was for Randall 161, Gar-
field 82, and 2 scattering; and the oath was
administered to Mr. Randall. A resolution
providing for the appointment of a select
committee to investigate the action of the
South Carolina, Florida and Louisiana re-
turning boards was adopted, and the com-
mittee to visit the former State announced.

The Secretary of the Treasury submitted
to the House the estimates of the appro-
priations required for the public service
for the fiscal year ending with June, 1878.
They are as follows:—For Congress, \$5,-
988,250; Executive proper, \$78,400; De-
partment of State, \$1,449,637; Treasury
Department, \$163,248,389; War Depart-
ment, \$54,251,353; Navy Department, \$22,-
501,968; Interior Department, \$38,806,722;
Post Office Department, \$6,636,647; De-
partment of Justice, \$4,422,990; Depart-
ment of Agriculture, \$227,290; Total, \$299,-
611,688. These estimates are \$15,000,000
less than for 1877, and Congress appropri-
ated \$47,500,000 less than the total esti-
mates for that year.

In the Senate on the 5th inst., the resolu-
tion ordering an inquiry into the late
elections in certain Southern States was
passed. A bill was introduced proposing
to change the time of holding the Presi-
dential election.

In the House an effort to revert the ac-
tion of Monday, in the appointment of
committees to investigate the South Caro-
lina, Florida and Louisiana returning
boards was defeated by the casting vote of
the Speaker.

On the 6th inst., the resolution relative to
the stationing of troops in Petersburg, Pa.,
on the day of the Presidential election, was
adopted in a modified form. A message
was received from the President transmit-
ting the report of Senator Sherman on
Louisiana affairs.

In the House, the reading of Senator
Sherman's letter on the Louisiana election
occupied the principal part of the day.

In the Senate on the 7th inst., a resolu-
tion was introduced calling on the Elec-
tion committee to investigate the action of
Governor Grover of Oregon, in issuing a
certificate to the Democratic elector from
that State.

In the House a resolution was introduced
for the appointment of a joint commit-
tee in reference to the decision of the Pres-
idential election.

The Brooklyn, N. Y., Theatre was
destroyed by fire on the night of the 5th
inst., while thronged by an audience of
about 1,200 persons, and it is ascertained
that 400 of these perished in the flames,
while hundreds of others have been more
or less injured. The fire was occasioned
at 11:30 o'clock, by a drop scene coming
in contact with one of the border lights.
Among the sufferers were Mr. Murdoch
and Mr. Borroughs, both favorite actors,
whose bodies were found beneath the
stage. This terrible calamity has prevailed
all classes of people in Brooklyn in gloom.
The fearful loss of life is attributed to two
faults,—the total absence of hose or pails
of water to quench the fire in its incipient
stage, and the panic which attended the
efforts to escape.

Miss Pixley of South Lee, who tried
to drown herself the other day, but pulled
herself out of the river by the boughs of a
tree under which she floated, tells her own
story in the papers and very quaintly con-
cludes as follows: "If there is any one
who reads this foolish enough to want to
die before God's chosen time, don't jump
into the river where there are trees with
limbs hanging in the water, for if you do,
no matter how determined you are to leave
this world, you will either have to make
up your mind to stay a little longer, or else
try it again, which latter you will not be
likely to do."

The official report of the Louisiana
returning board was made to the Secretary
of State on the 5th inst. All the Republi-
can Electors are chosen, the lowest Elec-
tor receiving 3,487 majority, and the high-
est 4,567. The Republican candidate for
Governor and the entire State ticket is of
the same complexion, with a good Republi-
can majority in the legislature. The pro-
babilities are that four of the Congress-
men elected are Republicans.

In New York on the night of the 3d
inst., forty-seven barrels of whiskey were
seized by the United States revenue offi-
cers at a distillery in West 41st street. On
the following night sundry officers in
charge of the stuff hearing a noise in the
basement of the distillery, descended in a
body to ascertain the cause, and were there
captured and locked in, while the forty-
seven barrels of whiskey were quietly rolled
out, placed on trucks in waiting and re-
moved; no trace of which or of the robbers
has since been discovered.

"I am willing to risk my reputation
as a public man," wrote Edward Hine to
the Liverpool Mercury, "if the worse case
of small pox cannot be cured in three days
simply by the use of cream of tartar. One
ounce of cream of tartar dissolved in a
pint of water, drink at intervals when
cold, is a certain, never failing remedy. It
has cured thousands, and leaves a mark,
never causes blindness, and avoids tedious
lingering."

The kind of daughter to have is the
one whom William Butler Dunne, a ruined
New York merchant, recently found out
he had. For two or three years, during
the Summer months, drivers and equestri-
ans on the public thoroughfares of Staten
Island have met a young lady equestrian,
accompanied by an orderly, whose elegant
figure and superb horsemanship elicited
general admiration. She had had every-
thing from infancy that heart could wish,
and was supposed by those who knew
nothing to the contrary to be a gay but-
terfly of fashion. But soon after the suspen-
sion of her father's firm, unknown to her
family, she undertook the translation of
a work which was attracting not a little
attention in Germany. Secretly she kept
at her task, night and day. When it was
completed she went alone to the largest
publishers in the city, submitted her man-
uscript for inspection, and a few days
later made a contract for the publication
of the volume. When the first copy was
printed she placed it in her father's hands,
and telling what she had done, expressed
the hope that she could contribute
something towards relieving his financial
troubles. The translation has proved a
decided success. It has met with a large
sale, and the royalty already paid to the
devoted daughter has amounted to a con-
siderable sum.

IMPORTANT TO RAILROADS.—A writ
for \$2,000 has recently been returned by
the United States District Court of Indi-
ana in favor of the plaintiff, who sued the
Pittsburg, Cincinnati and St. Louis Rail-
road Company for damages arising from
the following circumstances: The plaintiff
purchased a ticket; the only empty seats
on the train were in the smoking car, in
which he could not ride on account of ill-
ness, but in one of the other cars a seat
could be furnished by the change of some
baggage. He requested the conductor to
do this but he declined. Therefore the
plaintiff declined to give up his ticket un-
til he was tendered a seat in which he
could ride. The conductor declined, stop-
ped the train, and by aid of the brakeman
the plaintiff was put off, resisting to the
best of his ability. He first sued in the
State Court and recovered \$2,000. The
Supreme Court set aside the verdict on a
technical point, and the case was sent back,
and on application of the defendants trans-
ferred to the United States Court, where
it was tried with the above result.

The report of the Postmaster-Gen-
eral shows gratifying progress in his de-
partment of the Government, although it
is still considerably removed from a self-
sustaining basis. While the expenditures
were greater by \$523,196.21 than during
the preceding year, the receipts were in-
creased \$1,782,208, reducing the excess of
expenditures over receipts from \$6,169,938.
88 in 1874-5 to \$4,981,700.18. It is also grati-
fying to be assured that the vicious sys-
tem of "straw bills" has almost entirely
disappeared. It should be made to disap-
pear altogether. On the whole the Post
Office Department appears to have been
well managed and brought down pretty
nearly to business principles. Much of
the credit for the improvement is due to
ex-Postmaster-General Jewell.

The ex-Empress Eugenia has real es-
tate in Paris valued at \$1,065,000, on which
there are mortgages to the extent of \$240,-
000. Then, in the provinces scattered
about, she has estates valued at least \$1,-
600,000. Only one of these are mortgaged.
Besides all these the Bonaparte family pos-
sesses large estates in Spain, Italy, Switz-
erland, Corsica and England. As for the
personal property, estimates vary, some of
them reaching nearly \$15,000,000, and others
falling as low as \$5,000,000. The Em-
peror was what the American housewife
calls "a good provider."

Mirrors should never be hung where
the sun shines directly upon them. They
soon look misty, grow rough or granulated,
and no longer give back a correct picture.
The amalgam or union of iron with mer-
cury, which is spread on glass to form a
looking-glass is easily ruined by the direct,
continued exposure to the solar rays.

The flower trade of New York city has
grown amazingly during the last few years.
A prominent florist in the last twenty
years has cut 1,800,000 violets, 1,700,000 tea
roses, 1,450,000 tuberoses, and has made
912,000 button hole bouquets.

CREW LIST OF VESSELS SAILED.

Bark Thomas Pope, Capt. Joseph W.
Lavers, sailed from this port December
7th, 1876, for the North Pacific Ocean. The
following persons compose her crew:
John John, of New Bedford, first mate;
Frank Morris, of do., second mate; Joseph
Buckley, of do., third mate; John Ton-
nor, Wilmington, cooper; Herbert L.
Whitcomb, South Abington, Joseph John-
son, Callao, and Antonio Addison, New
Bedford, boatsteerers; Charles Keene, do.,
steward; L. E. Abela, do., cook; Peter
Silva, do., Christian DeBago, do., Constant
Antone, do., Joseph Leones, do., Junian
Deberga, do., Elissa E. Wilcox, do., Zeli
Celesta, do., McGill Textorial, do., George
W. Adams, do., Samuel Woolf, do., Antone
Salkor, do., John Hofmann, do., Charles
Graf, do., Arthur L. Tilton, do., Larrie
S. Smith, Babylon, and Peter Fagan,
Brooklyn, seamen.

Schooner Admiral Blake, (of Marion,)
Capt. William C. Hathaway, sailed from
this port December 7th, 1876, for the At-
lantic Ocean. The following persons com-
pose her crew:
Joseph S. Gallet, of Mattapoisett, first
mate; Sidney F. Patten, of New York,
second mate; William G. Cowell, Matta-
poisett, boatsteerer; John A. W. Burgess,
Marion, cook; Victor Engelen, New Bed-
ford, steward; Timothy H. Luce, Marion,
shipkeeper; Job W. Blankenship, do., Ja-
cob Isaac, New Bedford, William Ash-
croft, do., Frank J. Holmes, Meridian, Ct.,
John Smith, New York, George R. Mc
Knight, Worcester, L. E. Escott, Spring-
field, Mass., John Lane, Maine, Edward F.
Monroe, Dedham, and Loring S. Stock-
well, Milbury, Mass., seamen.

The report of Secretary Robeson,
shows our Naval Department to be in a
prosperous condition and sufficiently ef-
fective for the present. It includes a clear
statement of expenditures for the past fi-
scal year, and recommendations for the com-
ing year, and recommends for the com-
ing year enlistments of 750 boys for school
ships in addition to the three now in ser-
vice. The additional expense of carrying
out this and other recommendations of the
Secretary is estimated by him at a million
and a half of dollars.

As is already well known, the result
of the vote for President throughout the
several States has been very close, and in
several of the States will be warmly con-
tested, and subject to future decision in
Congress.

MARRIED.

In this city, 29th ult., Mr. Allen T. Ken-
drick to Annie E. Young, of this city; 3d
inst., Mr. Charles L. Hathaway, of this city,
to Miss Mary J. Cushing, of Acushnet.

DIED.

In this city, 5th inst., Belle, adopted
daughter of Charles and Lydia Case, 25 years
and 6 months; infant son of George H. and
Annie S. Taylor; Mary E., daughter of Ed-
ward and Katie Morrison, 20 years and 1
month; David K. Tripp, 46; 6th William A.
Weeden, 62 years and 11 months; 7th, Thom-
as, widow of the late Capt. Asaph E. Taber of
Fairhaven, 77 years and 19 days; Thomas
Morton, formerly of Duxbury, 69; Louis G.,
widow of the late Paul Ewer, 69 years and 4
months; 8th, Miss Abbie E. Hull, 82.
In Nantucket, 5th inst., Elizabeth F., wife
of Capt. Stephen Bunker, 27 years, 11 months
and 16 days.

FOR THE AZORES.

THE Al clipper bark MODESTA,
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For freight or passage apply to
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MANUEL J. SEQUEIRA,
Fayal, W. I.
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St. Michaels, W. I.
apl12/76-11

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Magazine is now completed. With eight
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etc., etc., in its beautiful binding of red and
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boys and girls ever issued from the press.
Price, \$4; in full gilt, \$6.

St. Nicholas is full of the choicest
things. The publication is, in all respects,
the best of its kind. We have never yet
seen a number that was not surprisingly
good.—The Freeman, Hartford, Conn.

ST. NICHOLAS for 1877,

which opens with November, 1876, begins
a short and very entertaining serial from
the French, "THE KINGDOM OF THE
GREY," a story adapted to the Thank-
sgiving season. Another serial, of absorbing
interest to boys.

"HIS OWN MASTER,"

by J. T. TRUBRIDGE,
author of the "Jack Hazard Stories," be-
gins in the Christmas Holiday number.
Besides serial stories, Christmas stories, lively
sketches, poems and pictures for the hol-
idays, and some astonishing illustrations of
Oriental sports, with drawings by famous
artists, the Christmas Holiday number of
St. Nicholas, superbly illustrated, contains
a very interesting paper, "THE BOYS OF
MY BOYHOOD," by William Cullen Bryant;
"The Horse Hotel," a lively article il-
lustrated; "The Clock in the sky," by
Richard A. Proctor; "A Christmas Play for
Houses or Sunday Schools," by Richard A.
Proctor; "The Christmas Tree," by Egbert
Linton; "The Peterkin's Christmas Tree,"
by Lucretia P. Hale; "Poetry and Carols of
Winter," by Lucy Larcom, with pictures.
DO NOT FAIL TO BUY ST. NICHOLAS FOR
THE CHRISTMAS HOLIDAYS.

During the year there will be interesting
papers for boys, by William Cullen Bryant,
John G. Whittier, Thomas Hughes, Wil-
liam Howitt, Dr. Holland, George McDon-
ald, Sanford B. Hunt, Frank R. Stockton,
and others. There will be stories, sketches,
and poems, of special interest to girls,
by Harriet Prescott Spofford, Susan Cool-
idge, Sarah Van Kleeff, Elizabeth Siew-
art Phelps, Louisa Alcott, Lucretia P. Hale,
Colla Paxton, Mary Mapes Dodge, and
many others. There will be a picture.

"TWELVE SKY PICTURES,"

Wholesale and Merchants' Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY

MORNING DECEMBER 19, 1876.

NO 44.

The Whalers' Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING
BY E. P. RAYMOND,
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A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

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IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

Bls. Bbls. Bone.

JANUARY.

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7 John Nickerson, N. Y., 101, 385, 4,500

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30 Bart. Gosnell, N. B., 817, 333, 30

30 A. Blake, Marion, 82, 20, 20

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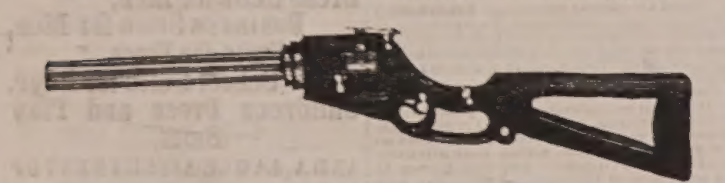
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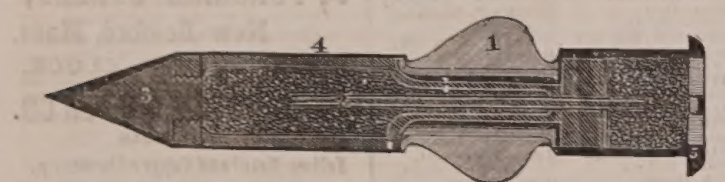


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READY MADE CLOTHING

TRUNKS AND TRAVELLING BAGS, AND A LARGE

AND EXTENSIVE STOCK OF GENTS' FURNISHING

GOODS.

A LARGE and New Stock of

HAIR AND CAPS.

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GOODS.

**Boston, Clinton, Fitchburg &
New Bedford R. R.**

On and after Monday September 4th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, FOR

Boston, via Boston and Providence Railway

at 7.30, and 10.25 A. M., and 3.40 P. M.

Return, 7.30 and 11.10 A. M., and 4.30 P. M.

Via Old Colony Railroad, 8 A. M. Return,

3.30 P. M.

Providence, at 7.30, and 10.25 A. M., and 3.40

P. M. Return, 8.00 and 10.50 A. M., and

4.40 P. M.

Taunton, at 7.30, 8.00, and 10.50 A. M., and

3.40 P. M. Return, 9 A. M., and 12.10, and

3.40 P. M. Dean street station, 4.20 P. M.

Myricks, at 7.30, 8.00, and 10.25 A. M., and 3.40

P. M. Return, 9.20 A. M., and 12.25, 4.40

and 6 P. M.

Howland's, at 8.00 A. M., and 3.40 P. M. Re-

turn, 9.25 A. M., and 6.10 P. M.

East Freetown, at 7.30 A. M., and 3.40 P. M.

Return, 9.30 A. M., and 6.15 P. M.

Brady's, at 8.00 A. M., and 3.40 P. M. Return,

9.30 A. M., and 6.20 P. M.

Acushnet, at 7.30 and 10.25 A. M., and 3.40 P.

M. Return, 9.45 A. M., and 6.35 P. M.

Wareham, via Mansfield, and South, Fram-

ingham, at 10.25 A. M., and 3.40 P. M.

Lowell, at 10.25 A. M., and 3.40 P. M.

Fitchburg, at 10.25 A. M., and 3.40 P. M.

Fall River, at 7.30, and 10.25 A. M., and 3.40 P.

M. Return, 8.00 and 11.20 A. M., 3.15 and 4

17 P. M.

Newport, at 7.30, and 10.25 A. M., and 3.40 P.

M. Return, at 7.20 and 10.40 A. M., and 2.50

and 3.45 P. M.

New York via Shore Line, at 7.30, and 10.25

A. M. Return, 8.00 A. M., and 10.00 P. M.

New York, via Stonington, at 3.40 P. M.

LEAVE TAUNTON, FOR

Boston, at 8.06, 9.40 and 11.10 A. M., and 4.30

P. M. Return, at 7.30 and 11.10 A. M., 2.4

35, and 5.30 P. M.

Providence, at 8.10, and 11.15 A. M., and 1.40,

4.35 and 6 P. M. Return, 8.00, 9.15, and 10

50 A. M., and 4.40 and 6.20 P. M.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, FOR

Boston, Middleborough, Bridgewater at

7.24 A. M., and 2.40 P. M.

Mattapoisett, at 7.24 A. M., 2.40 and 4.40 P. M.

Marion, at 7.24 A. M., 2.40 and 4.40 P. M.

Freetown, at 7.24 A. M., and 2.40 and 4.40 P. M.

Cape Cod, at 7.24 A. M., and 2.40 and 4.40 P.

M. Nantucket, Mondays, Tuesday, Thursdays

and Saturdays, at 7.24 A. M.

Plymouth, at 2.20 P. M.

LEAVE BOSTON, via Old Colony Railway,

at 7.30 A. M., and 10.40 A. M., and 2.57 P. M.

LEAVE SANDWICH, at 7.50 A. M., 2.57 P. M.

LEAVE HYANNIS, at 7.05 A. M., and 2.07

P. M.

LEAVE TREMONT, at 10.00 A. M., 3.55 and

6.00 P. M.

LEAVE MARION, at 10.15 A. M., 4.15 and 5.52

P. M.

LEAVE MATTAPoisETT, at 10.25 A. M., 4.25

and 6.04 P. M.

Passengers from Way Station on Old Col-

ony Railway will take the 3.30 P. M. train

from Boston.

WARREN LADD, Asst. Sup't.

sept. 4, 1876.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have for me a

copartnership for the purpose of

carrying on the Express business under the

name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office

No. 12 Union Street, daily, (Sundays excepted)

for Boston, Providence, Taunton and way

stations at 6.45 and 7.15 A. M. Mid-day Ex-

press from office 9.45, Depot at 10.15 A. M.

Afternoon Express, from office 3.10 and De-

pot at 4.40 P. M.

Expresses so long and favorably known

to the public, now offers superior facilities

BOSTON WEEKLY JOURNAL

FOR 1876.

ESTABLISHED IN 1833.

THE NEWSPAPER OF NEW ENGLAND.

For forty-three years it has been
honored with the patronage of the in-
telligent people of the East, and its
prestigious claim to consideration is
derived from the fact that its oldest
readers are its warmest friends.

THE BOSTON WEEKLY JOURNAL is
widely known, and there are few fami-
lies in this section which are not familiar
with its general features. It is in the best
sense

A Newspaper for Home Reading.

Its editors aim at presenting a sheet
which shall carry to all classes in society
a report of the CURRENT EVENTS OF THE
WEEK. To accomplish this end, the great-
est care is taken to carefully select what is
striking, interesting or novel, and to bring
the intelligence down to the hour of going
to press, thus making it to thousands A
SUBSTITUTE FOR A DAILY PAPER. Its
forty-six long columns are filled with
reading matter, which embraces editorial
upon political, social, educational and
scientific topics, telegraphic news from all
parts of the country, reports of meetings,
correspondence, market prices, agricul-
tural news, the state of the money market,
in short, whatever intelligence is passing
in the world that sensible men and women
wish to know. We shall commence early
in February the publication of

A NEW ENGLAND STORY,

Written expressly for THE WEEKLY JOUR-
NAL by EDWARD KING.

Mr. King has become familiarly known to
the readers of the Journal from the atten

[illegible]

LATEST REPORT,		A 1000		O 1000	
		SP.	WH.	SP.	WH.
No date, at sea, no lat &c.,	230	80	230		
May 31, 76, at sea, lat 40 N, lon 43 W.	320				
November 4, 76, sailed from Fayal.	320				
No date, at sea, no lat &c.,	225	600			
October 10, 76, sailed from Flores.	280				
October 3, 76, sailed from Fayal.	12				
October 10, 76, sailed from Fayal.	12				
May 26, 76, off New Ireland.	400		450		
September 16, 76, at sea, no lat &c.,	280		130		
October 24, 76, at sea, lat 16, lon 25.	20		20		
September 5, 76, sailed from Malie.	160		160		
September 21, 76, in King George's Sound.	900	10	900		
Arrived August 24, 76, 40 sperm.	900		300		
June 18, 76, sailed from Fayal.	375				
October 22, 76, at Bravo.	240				
August 22, 76, sailed from Fayal.	400				
Arrived September 24, 76, 900 sperm.	130				
August 5, 76, at Tahiti, indistress.	630	1320	180	35	
Arrived May 2, 76, 85 sperm 300 whale.					
October 3, 76, sailed from Fayal.					
November 2, 76, at St Helena.	180	700	95	70	
Arrived September 4, 76, 470 sperm.					
October 5, 76, at San Francisco.	380		160		
November 1, 76, sailed from Fayal.	125				
November 4, 76, at Panama.	380				
October 7, 76, at Fayal.	100				
October 30, 76, at Talcahuano.	450		450		
November 20, 76, sailed from Madeira.	470	90	80		
September 24, 76, at sea, no lat &c.,	6		340		
October 16, 76, at Teneriffe.	200				
October 31, 76, at St Helena.	1250	1250	90	780	
Arrived September 29, 76, 290 sperm.	350		350		
October 29, 76, on Coast of Arabia.	700	15			
September 4, 76, at Fayal.	700				
September 17, 76, sailed from Fayal.	400				
September 11, 76, at Bravo.	100	340	100		
September 14, 76, at sea, no lat &c.,	340	90	340	90	
June 18, 76, at sea, no lat &c.,	1250		450		
July 12, 76, at sea, no lat &c.,	675		200		
Arrived November 4, 76, 30 sperm.	330	3200			
November 6, 76, at Fayal.	625		50		
October 17, 76, at sea, no lat &c.,	190		80	190	
August 8, 76, off Malie.	1150	2000		1500	
November 20, 76, sailed from Tumbez, home.	1050		550		
November 24, 76, at Palta.	12		12		
September 20, 76, sailed from Fayal.					
No date, at sea, no lat &c.,	400		175		
October 29, 76, on Coast of Arabia.	450		450		
September 24, 76, sailed from Teneriffe.	160				
October 16, 76, at Teneriffe.	1130	250	1100	250	
November 1, 76, on Malie Banks.	570		560		
November 2, 76, sailed from St Helena.	700		560		
October 4, 76, off and on at Fayal.	940	900		400	
September 20, 76, at Bravo.	1150		160		
No date, at sea, no lat &c.,	1220	75	65	75	
October 16, 76, at sea, no lat &c.,	1750		1650		
October 16, 76, sailed from Teneriffe.	60				
November 8, 76, at Fayal.	190		70		
Arrived October 24, 76, 1,800 sperm 200 whale.	1030		560		
October 9, 76, sailed from Fayal.	250	2235		260	
No date, at sea, no lat &c.,	860		600		
October 11, 76, at Talcahuano.	1780		1740		
October 3, 76, at Talcahuano.	160	550	370	320	
September 4, 76, at sea, no lat &c.,	430	1850		1400	
November 13, 76, at Honolulu.	100		700		
November 23, 76, at San Francisco.	170				
October 31, 76, sailed from St Helena.	170	220	100	220	
October 5, 76, at San Jose.					
Arrived October 29, 76, 220 sperm.					
November 4, 76, at St Helena.	750				
October 3, 76, sailed from St Michaels.	600				
August 29, 76, at sea, no lat &c.,	600	200	620	200	
September 24, 76, at sea, lat 16 35 N, lon 26 32	200		200		
October 16, 76, at sea, no lat &c.,	200		200		
October 3, 76, sailed from Teneriffe.	30		30		
September 16, 76, at sea, no lat &c.,	50		60		
November 12, 76, at Honolulu.	185	1600		600	
October 30, 76, sailed from St Helena.	170	250	70	250	
October 31, 76, sailed from Teneriffe.	600				
October 24, 76, at St Michaels.	200		20		
October 7, 76, sailed from Teneriffe.	400		175	225	
November 15, 76, at Tumbez islands.	175	350	175	225	
October —, 76, off Gallapagos Islands.	650	70	200	70	
October 30, 76, at Teneriffe.	970				
April 29, 76, at Menado.	75				
October 20, 76, sailed from Teneriffe.	750		200		
November 7, 76, sailed from Teneriffe.	430		90		
July 12, 76, at Hobart Town.	1000	300			
December 3, 76, sailed from Honolulu.	30	1700	30	1700	
October 29, 76, at sea, no lat &c.,	125		125		
Arrived September 13, 76, 7 sperm 7 whale.	160				
September 22, 76, at sea, no lat &c.,	660	475			
September 20, 76, at Panama.	75	425	75	425	
No date, at sea, no lat &c., 600 bbls.					
March 6, 76, at Sandy Point.					
No date, at Bravo.					
August 3, 76, at Chesterfield Reef.	800	220	120		
October 21, 76, sailed from Teneriffe.	365				
October 3, 76, sailed from Fayal.	130		50		
October 31, 76, at St Michaels.	480				
November 16, 76, at Teneriffe.	600	80			
Arr at N Bedford Aug 2, 76, 200 sperm 100 wh					
Arrived September 22, 76, 80 sperm.	340		30		
Arrived September 15, 76, 80 sperm 20 whale.	125		30		
November 4, 76, sailed from Teneriffe.	150		125		
November 18, 76, sailed from St Michaels.	150		125		
October 16, 76, sailed from St Michaels.	150	20			
Arr at New Bedford Aug 16, 76, 300 sperm	190				
Arrived September 16, 76, 180 whale.	190				
Arrived July 30, 76, 10 sperm 200 whale	75				
October 6, 76, sailed from St Michaels.	75		75		
Arrived at N Bedford Sept 4, 76, 165 sp 200 wh	150				
Arrived September 15, 76, 7 sperm 200 whale	150				
Arrived September 15, 76, 150 sperm 200 whale	150				
Arrived August 25, 76, 160 sperm 125 whale.	150				
Arrived September 22, 76, 75 sperm 15 whale.	150				
Arrived November 12, 76, 100 sp 200 wh.	150				
Arrived August 20, 76, 300 sperm 30 whale.	150				
November 1, 76, sailed from St Michaels.	600				
November 2, 76, sailed from Teneriffe.	150	10	150	70	
Arr at N Bedford October 4, 76, 250 sperm.					
Arrived November 22, 76, 310 sperm.					
Arrived November 22, 76, 135 sperm.					
Arrived October 2, 76, 225 sperm.					
No date, at Desolation.		240			
September 13, 74, at Kerguelan Island.		800		400	
August 23, 76, at Bravo.					
October 3, 76, sailed from Fernando.					
October 10, 76, in Cumberland Inlet.	1450				
October 16, 76, in Cumberland Inlet.	350				
July 24, 76, at Bravo.					
Arrived November 12, 76, 550 whale.					
No date, at Desolation.					
July 21, 76, at Bravo.		300			

OFFICE OF THE

Marine Insurance Company.

NEW YORK, January 24th, 1876,
The Trustees, in conformity to the following
Statement of its affairs on the 31st Decem-
ber, 1875:

Premiums received on Marine
Risks, from 1st January, 1875,
to 31st December, 1875..... \$5,840,021.88
Premiums on Policies not
marked off 1st January, 1875, 2,455,372.87

Total amount of Marine Premi-
ums..... \$8,295,394.75

No claims made on Policies
upon Life Risks; nor upon
Fire dismembered with Ma-
rine Risks.

Premiums marked off from 1st
January, 1875, to 31st Decem-
ber, 1875..... \$6,123,134.06
Losses paid during same period : 7,112,088.86
Returns of Premiums and Ex-
penses..... 1,217,477.21

The Company has the following
ASSETS, viz:

United States and State of New
York Stock, City, Bank and
other Stocks..... \$10,314,940.00
Loans secured by Stocks, and
otherwise..... 2,544,200.00
Real Estate and Bonds and Mort-
gages..... 287,000.00
Interest, and sundry notes and
claims due the Company, esti-
mated at..... 454,037.02
Premium Notes and Bills Re-
ceivable..... 2,076,360.00
Cash in Bank..... 363,402.41

Total amount of assets..... \$16,691,940.42

Six per cent. interest on the outstanding
certificates of profits will be paid to the hold-
ers thereof, or their legal representatives
on and after Tuesday, the 1st of Feb-
ruary next.

The outstanding certificates of the issue
of 1875, will be redeemed and paid to the
holders thereof, or their legal representa-
tives, on and after Tuesday, the 1st of
February next, from which date interest
thereon will cease. The certificates to be
produced at the time of payment, and
cancelled. Upon certificates which were is-
sued for gold premiums, the payment of in-
terest and redemption will be in gold.

A dividend of FORTY PER CENT. is de-
clared on the net earned premiums of the
Company, from the year ending 31st Decem-
ber, 1875, for which certificates will be is-
sued on and after Tuesday, the fourth of
April next.

By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:

John D. Jones,
Charles Dennis,
W. H. H. Moore,
Henry Colt,
Lewis Curtis,
Charles H. Russell,
Lowell Holbrook,
Royal Phelps,
David Lane,
James Bryce,
Daniel S. Miller,
William Sturgis,
John Elliott,
William E. Dodge,
Josiah O. Low,
C. A. Hand,
James C. Hand,
John D. Hewlett,
Edmund W. Corlies,

William H. Webb,
Gordon W. Burnham,
Frederick Clancy,
Charles F. Bartlett,
Francis Skiddy,
Robert B. Minturn,
Roby L. Stuart,
James H. DeForest,
Alexander V. Blake,
Charles D. Leverich,
Charles H. Marshall,
Joseph Lemoyne,
George W. Lane,
Adam T. Sackett,
Thomas F. Youngs,
Horace Gray,
William P. Ray,
Samuel Hutchinson

JOHN D. JONES President
CHARLES DENNIS, Vice-President
W. H. H. MOORE, 3d Vice-President

febl-1

SCRIBNER'S MONTHLY
An Unrivaled Illustrated Magazine.

WHEN SCRIBNER'S issued its famous Mid-
summer Holiday number in July, a
friend wrote to me to the effect: "We are not sure
but that Scribner has touched the very heart of
mark." But the publishers do not consider
that they have reached the *ultima thule* of
excellence—they believe "there are other
worlds to conquer, and they propose to con-
quer them."

The prospectus for the new volume gives
the titles of more than fifty papers (mostly
illustrated), by writers of the highest merit.
Under the heading

"FOREIGN TRAVEL,"
we have "A Winter on the Nile," by Gen.
McClellan; "Sautierings About Constantinople,"
by Charles Dudley Warner; "Out
of My Window at Moscow," by Eugene
Schuyler; "An American in Turkistan,"
etc. Three serial stories are announced:

"NICHOLAS MINTURN,"
By Dr. Holland, the Editor,
whose story of "Sevenoaks" gave the high-
est praise to its readers of the Month-
ly. The scene of this latest novel is laid
on the banks of the Hudson. The hero is a
young man who has been always "tied to
a woman's apron strings," but who, by the
device of a "change of location" in the
world,—to drift on the current of life,—with
a fortune, but without a purse.

Another serial, "His Inheritance," will
begin on the completion of "That Lass o'
Lowrie's." There is to be a serial of origi-
nal and exquisitely illustrated papers of
"Popular Science," each paper complete in
itself. There are to be, from various pens
papers on

"HOME LIFE AND TRAVEL."
Also, practical suggestions as to town and
country life, village improvements, etc., by
well-known specialists.

A richly illustrated series will be given on
"American Sports by Flood and Field," by
various writers, and each on a different
theme. The subject of

"Household and Home Decoration"
will have a prominent place, whilst the latest
productions of American humorists will
appear from month to month. The editorial
department will continue to employ the
ablest and most successful writers of the
time. We mean to make the magazine sweeter
and purer, higher and nobler, more genial
and generous in all its utterances and influ-
ences, and a more welcome visitor than ever
before in home or drawing room, and in the
drawing room.

FIFTEEN MONTHS FOR \$4.
Scribner for December, now ready, and
which contains the opening chapters of
"NICHOLAS MINTURN," will be read with
eager curiosity and interest. Perhaps no
more rapid number of this magazine has
yet been issued. The three numbers of
Scribner for August, September and Octo-
ber, containing the opening chapters of
"That Lass o' Lowrie's," will be given to
every new subscriber who requests it, and
whose subscription begins with the present
volume, i. e., the November number. Sub-
scription price, \$4 a year—25 cents a num-
ber. Special terms on bound volumes.
Subscribers with a friend, or a dealer, or
send check or P. O. money order to
SCRIBNER & CO.,
743 Broadway, New York.

J. C. MERRILL & CO.
SHIPPING AND COMMISSION MERCHANTS,
204 & 206 CALIFORNIA STREET,
SAN FRANCISCO, CALIFORNIA.

Particular attention paid to the sale
of Merchandise, purchasing and shipment
of California and Oregon Produce, chartering
of vessels, collecting insurance, &c.
Liberal advances made on consignments.

NOW READY!
THE LATEST
**FALL AND WINTER STYLES
OF CLOTHING, AT
CHARLES FISHER'S**



CONSISTING OF
**Overcoats for Men,
Overcoats for Boys,
Overcoats for Children,
Reefers for Men,
Reefers for Boys,
Dress Suits for Men,
Business Suits for Men,
Dress Suits for Boys,
School Suits for Boys,
Childrens Dress and Play
Suits,
AND A LARGE ASSORTMENT OF
**CHEAP
CLOTHING****

For Men and Boys to Select From,
—A T—
**Charles Fisher's,
64 PURCHASE STREET,
New Bedford, Mass.
OPPOSITE CITY CLOCK.
THE TAUNTON COPPER CO.**

OFFER FOR SALE
Yellow Metal and Copper Sheathing,
BOLTS, SPIKES, NAILS, &C.,
Old Metal taken in exchange for new.
**John P. Knowles, 2d, Agent.
Corner Commercial and Front Sts.
NEW BEDFORD, MASS.**

apr27/2
**I. H. BARTLETT & SONS,
(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles, &c
ON COMMISSION.
NEW BEDFORD, MASS.
IVORY H. BARTLETT, Jr.,
GEO. F. BARTLETT.**

**PHINEAS WHITE, JR.,
—FURNISHES THE—
PENDULUM PUMP.**

THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.
Mr. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of Plumbing on the most reasonable terms. Call at No. 24 William street.

Feb 75 1y
WHALING GUNS.

THE subscriber flatters himself that his **BOMB LANCE** for killing whales is the reputation so thoroughly established, that any comment in an advertisement unnecessary. Thankful for past favors, he hopes to merit a continuance of the same.
The lances are for sale by the following agents, and at the manufactory, by
**J. A. BRAND.
Norwich, Ct., Feb. 29, 1876.
AGENTS.**

Edward P. Haskell, New Bedford, Mass.
Union Wharf Co., Provincetown.
Heman Smith, 21 Fulton St., Boston.
Crocker, Wood & Co., New York City, N. Y.
Williams & Barnes, New London, Ct.
T. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
F. A. BARKER, Russell, Bay of Islands, New Zealand.

Feb 29/76
CORDAGE.

THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish at short notice
GANGES OF RIGGING,
all sizes, and of the best manufacture.
MANILLA AND HEMP WHALE LINE,
made from pure Manilla and Russia Hemp.
all orders sent to L. A. PLUMMER, Treasurer, Rotch's Square, New Bedford, Mass., will be promptly attended to.

A. POLHAMUS. H. A. POLHAMUS, JR.
**H. A. POLHAMUS & SON,
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, &C.,
OFFICE, 140 FRONT STREET.
NEW YORK
ESTABLISHED 1841.**

May 77/2
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The Whalemens' Shipping List,

NEW BEDFORD:
TUESDAY MORNING, DEC. 19, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending December 18, 1876.

	Bls.	Bls.	Lbs.
	sp.	wh.	bone.
New Bedford, By Railroad,	.....	.....	14,920
Total	.....	.....	14,920
Previously,	27,736	32,832	118,315
From Jan. 1, to date,	37,716	32,832	126,238
Same time last year,	39,565	34,766	133,628

Exports for the week ending December 18, 1876: sp. wh. bone.

Previously,	27,736	17,356	133,424
From Jan. 1, to date,	28,793	19,316	133,424
Same time last year,	29,852	6,424	116,009

NEW BEDFORD OIL MARKET.

For the week ending December 18.

The market for both Sperm and Whale Oil is very quiet, and we have no sales to report.

IMPORTATIONS.

Ferr railroad from San Francisco:—14,230 lbs. whalebone from bark Three Brothers, to J. H. Bartlett & Sons, New Bedford.

LETTERS.

A letter from Capt. Holmes, of bark Ocean, of this port, reports her at St. Helena, October 17th, with 718 bls. sperm oil, and would sail on the 21st to cruise.

A letter from Capt. Robinson, of bark President, 24, of this port, at St. Helena, November 5th, states that he had entirely recovered his health, and would rejoin his vessel on her arrival at that port, she then being on a cruise in charge of Mr. Allen, her first officer.

A letter from Capt. Bolles, of bark Palmetto, of this port, reports her at St. Helena, November 4th, with 520 bls. sperm oil, all told. Had shipped 492 bls. sperm oil by brig Caroline Catherine, for this port. Reports September 14th, barks Hope On, Barker, New Bedford, 60 sperm and 340 humpback oil this season; 16th Bartholomew Gooden, Robinson, do, 260 sperm all told.

A letter from Capt. Millard, of bark Louisa, of this port, reports her at St. Helena, November 2d, with 310 bls. sperm and 700 do. humpback oil last cruise; all well. Had shipped 310 bls. sperm and 300 do. humpback oil by the Caroline Catherine. Would sail that day for a cruise South, and be at Landana, W. C. A., in March.

A letter from Capt. Wick, of bark Elizabeth, of St. Helena, reports her at that port, October 31st, with 130 bls. sperm and 900 do. humpback oil this season. Reports 1st at Mazamora Bay August 29th, barks Adeline Gibbs, Snell, New Bedford, 500 bls. humpback, and saw her take another whale, (reported later with 600 bls. humpback;) September 18th, spoke bark General Scott, Robinson, do, 600 sperm all told—who reported no date, bark Kathleen, Howland, do, 175 sperm.

A letter from Capt. Luce, of bark Bonning Hill, of this port, reports her off Cape Verde Islands, October 21st, with 20 bls. sperm oil. The vessel was every way satisfactory. (She was spoken the next day in lat. 10, lon. 24.)

A letter from Capt. Foster, of bark Cleora of this port, reports her at Bravo, C. V. I., October 23d, clean, all well, bound to Tristan Ground.

A letter from Capt. Penniman, of bark Europa, of this port, reports that he spoke October 25th, bark Triton, Keith, New Bedford, with 125 bls. sperm oil.

A letter from Capt. Baxter, of brig Varum H. Hill, of this port, reports her off Bravo, C. V. I., October 13th, clean. Capt. Baxter reports having had very bad weather, it blowing a perfect gale, nine-tenths of the time. He never experienced such weather before. When six days out had a very heavy gale lasting eight hours, the sea making a clean sweep over the vessel, staving waist board and parting some of the lanyards to the fore rigging. The brig has proved to be an Al sea boat, and is strong and tight in every respect, and a good sailer. Would go South and be at Barbados next Spring.

A letter from Capt. Jacob A. Howland, dated Valparaiso, November 1st, reports arrivals at Talcahuano, October 26th, barks Mary & Susan, Handy, New Bedford, with 550 sperm; Nantiles, Lake, do, 500 do. at Valparaiso, Herendeen, do, 450 do. Arrived at Valparaiso November 4th, Chilian barks Charles & Edward, with 175 sperm 25 whale; Grace Marks, with 420 sperm 600 whale. Heard from, no date, bark Mars, Allen, New Bedford, 500 sperm.

A letter from Capt. Handy, of bark Mary & Susan, of this port, reports her at Talcahuano, October 26th, with 1,750 bls. sperm oil, all told.

A letter from Capt. Manchester, of bark John P. West, of this port, reports her at Paita, November 26th, having taken 550 bls. sperm oil this cruise, 1,000 bls. all told. Had had a good deal of trouble with wild and ugly whales.

A letter from Capt. Barnes, of bark Sea Breeze, of this port, reports her at Tumbes, November 15th, with 175 bls. sperm and 300 do. whale oil, all told. Reports saw off Galapagos Islands in October, barks Sea Fox Hamblin, do, with 200 sperm and 75 whale since leaving Panama; John Carver, Gault, do, but did not speak her. Another letter from on board the Sea Breeze, reports that bark John Howland, Cole, New Bedford, sailed from Tumbes on the 30th of November for home, with oil as before reported. Capt. Barnes telegraphs from Panama under date of December 12th, that he would ship his oil home by steamer Acapulco.

A letter from the 2d officer of bark Nautiles, Lake, of this port, reports her at Talcahuano, November 7th, with 550 bls. sperm oil this season, 1,700 bls. all told.

A letter from Capt. Gifford, of bark Oak, of New York, dated Panama, November 8th, states that since he had joined the bark he had taken 885 bls. sperm and 2,700 do. humpback oil; was bound on a cruise sperm whaling. Reports ship Jish Perry, Chace, New Bedford, with 50 bls. sperm oil since leaving Tumbes; bark Mary, of Valparaiso, with 130 bls. sperm oil the last cruise; bark Abram Barker, Thacher, New Bedford, 80 sperm the last cruise.

A letter from Capt. Sprague, of schooner rankin, of this port, reports her off Made-

ira, November 21st, clean, having seen no whales. Reports no date, bark President, Pease, New Bedford, 30 sperm.

CONGRESS.—The Mitchell Oregon resolution was again considered in the Senate on the 13th inst., no division, however, being reached. Mr. Edmund's proposition to amend the Constitution so as to have the Supreme Court count the Electoral votes as rejected by a vote of 14 to 31. The House debated and passed (amended) the Bland Silver bill. The amendment provides that silver dollars of the weight of 412½ grains shall be coined, and shall be a legal tender for all debts, public and private, except where payment of gold coin is required by law.

The Senate on the 14th inst., voted to print 11,850 copies of the Sherman report on the Louisiana election, together with the report of the Democratic committee which witnessed the canvass of the returning board.

The House agreed to the Judiciary Committee's proposition to appoint two separate committees of seven—the first to sit with the committee of the Senate—to set the upon some mode of counting the Electoral votes, and the other to consider and report at any time what are the powers and privileges of the House in regard to the matter.

The President sent an answer to the Senate's inquiry relative to the stationing of troops at Petersburg, Va., on election day, fully explaining the reasons therefor.

The Boston Mayoralty election on the 12th inst., resulted in the defeat of the Citizens' efforts for a non-partisan government. Hon. F. O. Prince, Democrat, is elected Mayor, with 9 Democrats and 3 Republican Aldermen, and 38 Republicans and 34 Democrats in the Common Council.

Mr. Prince's plurality for Mayor over Mr. Bradlee is 2,600, in a total vote of 30,847.

In Salem, Gen. Henry K. Oliver, Republican, is elected by a small majority over Hon. Henry L. Williams, the present incumbent and Citizens' candidate irrespective of party.

In Lowell the Temperance party prevailed.

In Worcester the Democratic candidate was re-elected.

THE LOST WHALERS.—Mr. Robert B. Forbes, in a letter to the Boston Daily Advertiser urges the fitting out of an expedition to relieve the unfortunate seamen of Arctic whaling fleet, as the ships will probably remain near where they were last seen until the ice pack moves in the Spring. He says:

"A friend in San Francisco to whom I wrote inquiring what means, if any, had been taken to relieve the men left on the ice by the whaling fleet, informs me that Mr. Richard S. Howland, who had three vessels in that unfortunate fleet, says there were three Americans, fifteen Germans and thirty-four Kanakas. A part of them never left their vessels, preferring to remain and take their chances; others left, but returned voluntarily. They had plenty of food, the vessels were clear of the bottom but frozen with the ice. The fear is, that not having any intelligent leaders they would not know how to protect themselves, and without proper organization the chances were much against them."

The following gentlemen have been chosen Directors of the New Bedford and Fall River Railroad: J. A. Beauvais, Charles R. Tucker, George A. Bourne, L. M. Kollok, William R. Wing, George R. Phillips, George Wilson, and John H. Dennison, of New Bedford; L. S. Judd, Fairhaven; John H. Perry, Boston; R. T. Davis and John D. Flint, Fall River.

Nathaniel Thayer, Jr., has been elected President of the Boston, Clinton, Fitchburg and New Bedford Railroad, in place of Solomon H. Howe, resigned.

HARPER'S MAGAZINE for January offers an example of realization of almost ideal possibilities. It is evidently intended by its publishers not as a special or holiday number, but simply as the fulfillment of their promise to produce the best magazine in the world—a promise which they propose to make good for every month in the year. It opens with a valuable paper on "Contemporary Art in England, by S. G. W. Benjamin, an accomplished author and artist. His paper is illustrated with 22 engravings, equal in their effectiveness to the best steel engravings. C. Wyllis Elliott contributes a very interesting paper, entitled "The Good Old Times" at Plymouth. "A Cruise Among the Magdalen Islands" is a model descriptive article, with beautiful marine pictures. Moncure D. Conway contributes a thrilling narrative of passages in the life of the late Pelicla David, illustrated with a portrait. Among the illustrated contributions are "The Old Deacon's Lament," "The Craniologist," and "Fitz and Freer."

The paper entitled "Recollections of Thackeray" gives some new and interesting glimpses of an author people never tire of reading about, and is illustrated. Besides the excellent tale "A Craniologist," already mentioned, there are several interesting short stories. "A Woman-Hater" has reached its seventh part, and becomes more interesting every month. The new serial story, "Erema; or, My Father's Sin" promises to equal that author's earlier work, "Lorna Doone." For sale by Edwin Dewis.

THE FAMILY STORY PAPER, a lively, interesting and instructive weekly, published by Norman L. Munro & Co., 74 Beekman street, New York, adds to its attractions to subscribers the free gift of a complete elegantly illustrated copy of Shakespeare's works, quarto edition, to be published in weekly numbers, and sent to subscribers of the "Story Paper," until the volume is complete. The "Story Paper" is issued in a royal octavo form, handsomely illustrated, and is forwarded free of postage, to subscribers at \$3 per year. Both in its literary contents and illustrations it is in the foremost rank among its contemporaries of its class. It is now in the fourth year of its publication, and it cannot be doubted that this new manifestation of the liberal enterprise of its publishers will be widely appreciated.

For the Shipping List.

Boston, December 12th, 1876.—Menhaden and all kinds of Fish Oils, are getting very scarce, the market being nearly bare in first hands. Only one parcel of about 2,000 bls. is known to be in first hands here or at the Eastward, and the price now asked for nice Eastern Oil is 50 cents per gallon, cash. Crude Whale is called for, and prices firm, with an upward tendency. Manufactured Sperm is in good demand, many being disgusted with the cheap lubricators that have been so extensively used to the great injury of much good machinery, and have turned their attention to Sperm Oil, and seemed surprised that they had not got back before. Sperm Oil is now all the rage here for machinery and to burn, mixed with kerosene, for the student's lamps. One-half Sperm and one-half Kerosene mixed and put into the student's lamp (so called) makes a steady, easy light to work by, that no woman who has any sewing to do in the evening should be without.

THE BOSTON POST.—The attention of our readers is called to the advertisement of the publishers of the Boston Post which will be found in another column. The Post has an established reputation as the able and sturdy advocate of Democratic principles in Massachusetts during nearly half a century, and for the completeness and accuracy with which it is marked throughout as a commercial and family paper it is excelled by few of its contemporaries throughout the country.

DAMAGES.—The Boston, Clinton and Fitchburg Railroad Company has agreed to pay Thomas S. Borden, of Attleborough, the sum of \$8,000 damages for injuries received by him in his spine while standing in the car which ran off the track, reserving the question of law for the Supreme Court whether his standing in the car was not contributory negligence.

The Old Colony Railroad Company has paid to J. B. Warner of Dighton, the sum of \$9,500, which was the verdict of the jury for injuries received by Mr. Warner at Taunton about two years ago.

Benjamin Mumford, Cashier of the First National Bank of Newport, R. I., has obtained a verdict in Chicago for \$8,000 in an action against the Chicago City Railroad Company, for damages for a broken leg caused by the cars not stopping for him to get off. This was the second trial, and a motion was entered for another trial.

The Alabama Claims Court commenced its last session under its present tenure, in Washington on Wednesday last. There are about two hundred cases on the docket, most of which are unimportant, although including the United States claim for the destruction of the Hatteras by the Alabama, and that of the Peruvian government for several cargoes of guns destroyed by Americans who have already recovered their loss. The Court expires on the 31st inst., unless its existence should be further prolonged by action of Congress. The Court on the 13th inst., announced judgments allowing the claims of officers on board the Hatteras at the time of her destruction by the Alabama.

Several important changes have been determined upon among the Federal officers at Philadelphia. Postmaster Fairman whose commission has expired, is to be succeeded by J. Lowden Snowden, at present chief clerk at the Philadelphia Mint. Lorin Blodgett, general appraiser of merchandise, is to be succeeded by William J. Pollock. Collector of Internal Revenue Elliot, will be succeeded by Colonel Ashworth.

In the case of the bark Courser, a whaler belonging to this port, wrecked by collision with the Chilian steamer Itata, in October, 1873, the Court of Commons at Valparaiso decided that the loss should be equally divided between the two vessels. The owners of the Itata took the case to the Court of Appeals, which has now confirmed the decision and the case has been awarded to referees to assess damages. The Courser was a total loss, and was owned by Messrs. I. H. Bartlett & Sons.

It is thought that Congress will adjourn from December 20th to January 3d, as no progress can be made on the question of the Presidential election until the investigating committees begin to return.

The Supreme Court in Washington has affirmed the decision of the Circuit Court of Louisiana in the case of Mrs. Gaines, making the sureties of the city of New Orleans responsible for the amount of her judgment against the city.

An ingenious New London lawyer made a good point in the Police Court recently. It was in a case of robbery, and there was a ten-dollar bill before the Court for identification, and neither party in the case would own it. The lawyer took the bill, saying that if it belonged to neither it might as well belong to him, and started for the door, whereupon the owner of it cried out that the bill was his, and thereby lost his case.

The daughter-in-law of General Jackson has been forced by her financial needs to part with valuable mementoes which were collected by her while she lived at the White House. She is now living at the Hermitage, near Nashville, Tenn. She married the General's adopted son.

The official report of the Lieutenant Governor of Bengal confirms the previous statements that according to official reports 215,000 persons perished by the cyclone which recently devastated the South-eastern district of that government.

Forty thousand men are now employed at shipbuilding on the Clyde, and it is stated that the Clyde shipyards could reconstruct the entire British navy in two years.

The cost of collecting the Internal Revenue in the United States the past year was four and one-fourteenth cents per dollar collected.

A story was recently told in a Bridgeport, Conn., paper about a pet flying squirrel which had just recovered from diphtheria. Some of the children were attacked with diphtheria recently, and in accordance with his custom the squirrel sometimes crawled into bed with them, nestling up against their faces and throats. After a while the squirrel was seized with all the symptoms of the disease, and growing worse, apparently went through all the stages of the complaint. Later advices state that the squirrel has had a relapse and is dead.

The prospects of Southern industries are improving. The rolling mills of Tennessee and Georgia are running on double time, with orders ahead of their production; five new cotton mills are being built in Georgia, one in Atlanta with 20,000 spindles, and every cotton mill in the State paid 10¢ cent, or more last year. The Eagle and Phoenix Company of Columbus will, when their new mill is completed, run nearly 50,000 spindles and 10,000 looms, and will employ between 1,000 and 1,200 operatives.

The Sprague Mills in Augusta, Me., give employment to between 400 and 500 persons. Last week they manufactured 156,000 yards of print cloths, all finished and put into bales and forwarded to the print works at Cranston, R. I. No extra time or force were required to produce it. Ninety-five thousand yards of cloth were woven the last month in excess of the amount woven at the mills during the corresponding month last year.

A Bridgeport man when at the Centennial, put \$15 in bills into his stockings so as to know where it was. The bills got under his foot and a day's tramp around the Exhibition grounds wore them to pieces. With his wife to help him he spent half a day in a fruitless endeavor to put the fragments together in a marketable shape and then gave it up and went and sold them to a broker.

"Is the proprietor in?" asked a man of a dull boy who was tending a Broadway store. "I don't know," said the lad with a vague look; "what sort of a looking man is he?"

CREW LIST OF VESSELS SAILED.

Bark A. R. Tucker, Capt. Amos C. Baker, sailed from this port December 12th, 1876, for the Atlantic Ocean. The following persons compose her crew:

James A. Wing, of New Bedford, first mate; John S. Lucas, of do, second mate; Thomas C. Jeffers, of Gay Head, third mate; Charles E. Macomber, do, Nicolas R. Vieria, do, and Leonie D. Cross, Marion, boatsteers; William H. Avery, Gloverville, N. Y., cooper and shipkeeper; Richard H. Sanford, New Bedford, steward; George S. Emory, Boston, cook; Frank Bishop, Stonington, George Daymon, New Haven, Manuel Penn, New Bedford, Frank Silva, do, William E. Davis, do, Thomas Mendonso, do, John M. Cornell, Jr., do, James H. Greenidge, do, John N. Briggs, Jr., New York, Andrew Cooper, Gay Head, George G. Williams, Salem, Willard H. Barrett, Stoughton, and George W. Hoyt, Ithaca, N. Y., seamen.

Bark Pacific, Capt. Charles R. Smethers, sailed from this port December 13th, 1876, for the North Pacific Ocean. The following persons compose her crew:

George D. Nye, of Mattapoisett, first mate; Patrick Corrigan, of Newark, N. J., second mate; Richard Green, of New Bedford, third mate; James Berry, Hartford, shipkeeper and boatsteers; Manuel Nichols, St. Antonio, Lesley Martin, Bravo Jose Prara, do, Camilla Fort, do, and Joseph H. Rinson, Mattapoisett, boatsteers; Thomas Harding, Kingston, N. Y., cooper; Charles H. Barker, New Bedford, steward; Joseph Wilson, Zanzibar, cook; Christian Busch, Germany, August Krackel, do, Antonio DeSantos, St. Miguel, John O'Neill, Pittston, N. Y., Matthew Cannavan, Boston, J. Henry Page, Salem, Frank Antonio, Fogo, Manuel Lopez, do, Charles Jilke, Bermuda, Charles William Shaw, New York, John Starter, do, John Jorkers, do, Robert Johnson, New Haven, Newton Smethers, Wilkesbarre, Pa., James Logan, Toledo, O., Addison Roode, Brattleborough, Vt., William J. Scanlan, New Bedford, Selistrino Corraea, Bravo, Eugenio Fernandez, do, Albion Silva, do, Joze Cousin, do, James Souza, Pico, and Matthew Lemas, Buena Vista, seamen.

Bark Mercury, Capt. J. Franklin Brooks, sailed from this port December 14th, 1876, for the North Pacific Ocean. The following persons compose her crew:

William A. Wilber, of New Bedford, second mate; Albert W. Harris, of Sidney, Md., third mate; Jacob A. Coles, of Boston, fourth mate; James Earle, South Abington, Thomas H. Murrow, New Bedford, Frederick P. Nason, Haverhill, and William H. Manley, Dartmouth, boatsteers; William Waters, Brooklyn, cooper; Charles J. Ranslow, New Bedford, steward; William Mulligan, do, cook; Edward Beecher, do, Megil Tishel, do, James DeSauto, do, Manuel Lopez, do, Manuel Frates, do, Jose Lino Gonzalez, do, Stephen T. Flinn, do, Charles Simpson, do, Frederick C. Williams, do, William A. Phillips, do, Joseph A. Olstein, do, William D. Esler, Egg Harbor, N. J., George Symington, New York, Frank Brown, New Hampshire, Benjamin Hamer, Brookhaven, N. Y., Oscar Keene, Elmira, N. Y., Joseph C. Brown, Brooklyn, George Henry Poiry, Northport, Walter H. Lawe, Biddeford, Me., and Paul Paddock, Jr., Nantucket, seamen.

British bark W. A. Farnsworth, Capt. Charles Hamill, sailed from this port December 14th, 1876, for the North Pacific Ocean. The following persons compose her crew:

Daniel Whitney, of Pennsylvania, first mate; E. E. Alberson, New Jersey, second mate; Daniel Shirree, Pennsylvania, Manuel DePena, Bravo, and Manuel Matthias, St. Antonio, boatsteers; Henry Walder, Switzerland, cooper; F. Schinzling, Germany, cook; Antonio C. Lema, St. Antonio, steward; A. Rouiston, Liverpool, E. Arthur McDuffee, Lawrence, Mass., Ezra Shepard, New York, George Baker, do, Gustaf Stubark, Switzerland, John Henry Green, South Dartmouth, O. G. Philbrick, Boston, S. L. Brooks, Grafton, William Howard, Swanzy, Joseph M. Day, Montreal, William Hansen, Denmark, William G. Doane, Ohio, Francis Kenney, Ellsworth, Me., Jeremiah Croxen, England, Thomas J. Congdon, do, George Showary, St. Johns, N. B., August Goff, Germany, H. L. Godshall, Tennessee, Egbert L. Bonney, Massachusetts, Frank Cushing, do, Charles Appermann, Denmark, and James Mally, Vermont, seamen.

ARCTIC EXPLORATION.

The London Evening Standard makes the following remark upon the return of the Arctic Expedition:

"The first feeling with regard to the Polar Expedition will be one of disappointment that it has not returned *re infecta*. It has not reached the Pole, but has once more verified Thomas Hood's old joke, the most successful of searchers for the Pole would only come to 'a stick in the ice.' But beyond the natural blique at not being able to do exactly what we set ourselves to do there is really no reason to be at all dissatisfied. Our brave officers and men have gone to the very limits of their powers. They arrive home inviolated; they have penetrated further than ever man has gone before; they have been where neither Polar bear nor Arctic bird can live; and have penetrated solitudes and silences never before broken by intrusion by man or beast. They have faced a cold of 78° below zero, and have been for 142 days without sight of the sun. The barrier of ice which shut them out from their prize was 150 feet thick, and so tough that progress on it was impossible. In fact of all, four good men and true have left their bodies in this kingdom of snow and ice, and the loss of them is the heaviest part of the price paid for the knowledge we have now obtained. We are promised great scientific results, and we have every reason to expect them. Every scientific appliance that we could wish to employ has been carried within four hundred miles of the Pole itself to a spot where the daily rotation of the earth is at the rate of not more than a hundred miles an hour. In place of the thousand that it is at the Equator. No doubt electricity and magnetism have been closely questioned, and made to part with some of their secrets. The final extent of American land has been ascertained. The theory of an open Polar Sea has been to some extent discredited. If there be such a sea it can be approached only from the inland side of Greenland, on which side some people still believe in possible help from the general set of the warm winds and currents. But in the direction of Smith Sound our brave countrymen have found all that there is to be done, and we heartily wish them a recovery of the health and the comfort which they did not hesitate to sacrifice for the public good."

The Rev. Charles R. Hodson, chaplain of the Arctic exploring vessel Discovery, has written an account of the voyage from which the following is an extract:

"When the sea was completely frozen over the sledging parties set out on their expeditions, but not much was done this way during the autumn by our ship. The harbor was, however, surveyed by some officers in dog sledges. I may say of all the dogs we had, but one remains alive with us at present. As soon as the ice could bear it we commenced building houses upon it. We also built a magnetic observatory and an ice theatre, but, first of all, a smithy was built on the 15th of November, 1875. It had a roof made of coal bags cemented with ice, and our stoker, who worked as a blacksmith, had a very nice place of it; but he made a good many holes in the wall, as whenever he wanted to cool the iron he had only to thrust it through the ice.

The theatre was 60 feet long by 27 broad. It had a green room and a stage. We called it the Alexandra Theatre, in honor of the Princess of Wales, and it was opened on the 1st of December, her birthday, when we produced the farce 'My Turn Next.' Some songs were afterward sung by the men. Mr. Miller, one of the engineers, was one of our best actors and a great support to our theatre. From time to time during the winter plays were produced by officers and men alternately. The entertainments were varied by songs and recitations, not a few of these being original. On the 5th day of November we had a bonfire on the ice, and burnt the 'Gny' according to the usual custom. We had rockets, blue lights and different other things, and enjoyed ourselves in every possible way.

I forgot to say that we saw the last sun about the 17th of October. There were splendid effects in the sky about that time, and the hills were tinged with purple and gold. While the sun disappeared, and an extra glass of beer served out to them. As soon as the ice was sufficiently firm, a walk of a mile in length was constructed by shovelling away the snow. This place was generally used as an exercise ground. During the winter we also constructed a skating rink. We made it in this way: We cleared away the snow in a circle of six or seven feet in diameter, and made a hole in the ice, through which we drew the water in buckets and poured it on the rough ice. We always kept a fire hole in the ice near the ship. From time to time this gradually closed, and it had then to be sawn with the ice saws or blasted with gunpowder. The dogs lived on the open floe all the winter. The changes in the temperature are very rapid and remarkable. I have known it to vary 60° in a few hours. The coldest weather we had was in March, when one night the glass showed minus 70° Fahrenheit, that is, 100° below freezing point—the greatest cold ever reached by any expedition. We wore very thick warm clothing, and never was it more needed.

And now a few words as to the manner in which we kept Christmas. First of all we had in the morning the 'Christmas Waltz' in the usual manner. A sergeant of marines, a mate, and three others, went around the ship singing carols suited to the occasion, and made a speech, stay outside the captain's cabin on the lower deck. In the forenoon there were prayers, and after that the captain and officers visited the mess in the lower deck, tasted the pudding, inspected the decorations which had been made, and so on. Then the boxes of presents given by friends in England were brought out, the names of those for whom each were intended having been previously affixed to each box. The presents were distributed by the captain. Ringing bells, which sounded strange enough in that lone place, were given for the donors some of them very dear to the men who were far away from their home. Cheers were also given for the captain and for absent comrades. In the afternoon a choir was formed, and the 'roast beef of old England' had its virtues praised again. The men had their dinner at 12 o'clock, and the officers dined together at 5.

With regard to 'absent comrades' I may explain that when the Alert left us an officer, Mr. Rawson, with seven of our men, went in her with sledges in order to bring us back news of her whereabouts, if possible, but they were prevented from doing so by the ice not being in a fit state for travelling.

The sun returned on the last day of February. From November to February, with the exception of the starlight, and occasional moonlight, we were in darkness. Near the end of March a sledge, with two officers and four men arrived from the Alert. Directly they returned to the Discovery preparations began to be made for sledging; the sledges were taken out and men told off for different parties. Two officers and three men with a dog sledge set out to cross Robeson's Channel to Hall's Rest, the winter quarters of the Polar, to report on the stores left there by that ship, which had been placed at our disposal by the United States government.

They returned in four or five days, reporting that they had found biscuit, pemican, preserved meat, molasses, and some other things; they lived in a wooden observatory that they found erected there. It took more than half a day to get the snow off the building. Captain Hall's grass looked quite fresh; a head board, with an inscription upon it, had been put up to mark the spot. Erno, the dog driver, was one of the party, and he, having been on the Polar a couple of years before, could explain everything. Two days after this another party, consisting of a twelve-man sledge and an eight-man sledge, with two officers, left for the exploration of Lady Franklin Sound. After about a fortnight the twelve-man sledge, which had gone merely as an aid, conveying provisions for the others, returned to the ship, the sledge having sustained some damage. The other sledge returned after a total absence of nearly four weeks, having established the fact that Lady Franklin Strait—so called by the Americans—was a sound or channel about 60 miles in length. They saw three or four glaciers on their way, and hills about 3,000 feet high. They saw some musk oxen, the first seen in that season; but they were very wild, and could not be got at.

1877.
BOSTON POST,
DAILY, SEMI-WEEKLY,
AND
WEEKLY.

THE Democratic principles which the BOSTON POST has steadily advocated for forty-five years, through success and through defeat, have again received the endorsement of a vast majority of the people of the United States. It cannot be too fully secured the fruits of this grand popular victory by calmly opposing under the Constitution and the Laws, any attempt to rob the nation of its proper choice, and to deny on the great work of reform and purification in the government.

There is a gratifying hope that the reformed country has at last begun the work of reform, and that the chosen Democratic rule will be successfully carried on. To strengthen this endeavor the BOSTON POST, as the representative of Democracy in New England, will give its earnest efforts, confident that the Constitutional principles on which the Republic was founded one hundred years ago are those which will safely carry the nation through the troubles that have gathered about the opening of the second century of its existence.

As a Commercial Paper, the BOSTON POST is unequalled in the New England States.

As an Advertising Medium, the BOSTON POST can justly claim to have no superior in New England among papers of its class.

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Whaling and Merchants' Transcript.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING DECEMBER 26, 1876.

NO 45.

The Whaling and Merchants' Transcript.

BY E. P. RAYMOND,
8 South Second St., New Bedford, Mass.

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A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

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JOHN GODDARD & CO., Racechurch Street, London, England, E.C.

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IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

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WHAT PAYS?

It pays every Manufacturer, Merchant, and Inventor, to keep informed on all the improvements and discoveries of the age. It pays the head of every family to have a household newspaper that is instructive, one that fosters a taste for investigation, and promotes the thought and encourages discussion among the members.

THE SCIENTIFIC AMERICAN

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The accommodations for passengers and freight are, first-class, in every respect, having all the modern improvements possible for steamers of this class.

Passengers from New York make close connections with the Steamers for Martha's Vineyard, Wood's Hole, Oak Bluffs, Edgartown, Nantucket, and with the New Bedford Railroad for Boston, and the New Bedford and Falmouth Steamship Company for Falmouth, Maine, and other ports.

State rooms may be secured at the Parker House, or on board the steamers in New Bedford, and on board the Vineyard Steamship, at Falmouth.

Freight forwarded to all points West and South at the lowest rates.

Positively no freight received after 3 o'clock, East or West.

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JOHN F. H. FORBES, Agent.

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FOREIGN BILLS OF EXCHANGE, and Passage Tickets to and from Europe for sale at this office.

CALIFORNIA TICKETS, by steamers leaving New York on the 5th and 21st of each month, furnished as usual, and all information in regard to the route given without charge.

DAVENPORT, MASON & CO. New Bedford, Sept. 3d 1867.

Southward Potter, 2d, ACCOUNTANT.

No. 104 Union Street, (Up Stairs).

NEW BEDFORD, MASS.

Mr. Potter attends particularly to the settlement of Whaling Voyages, and making up Disbursement Accounts. Any account intrusted to him will be faithfully attended to.

dec 27/76

Patience.

Fate gleaming through the mist and shade
I see thee on thy height,
And stretch my tired arms, undimmed,
Up toward thee through the night.
Stars rise and set, moons wax and wane
Above thy steadfast head,
Thy lips close shut on endless pain
And silent as the dead;

Thine eyes bent down where on the sands
The firm set foot are pressed,
Thy folded arms with clenched hands
Above the quiet breast.

I struggle on through night and storm
To where thou standest still,
No cure of all thy perfect form
Not tense with conquering will.

Yet when I reach thee there, and stand
And clasp thee, all my own,
Shall I not as I touch thy hand,
Be also turned to stone?

Even Unto Death.

Very pretty looked Edna Stirling, as she sat at her bedroom window, viewing the glorious horizon just as the sun was sinking, and the sky was of those beautiful, indescribable tints which the most renowned artists have failed to do justice to.

But she thought not of the lovely, variegated skies, nor of the picturesque country which surrounded her humble but neat and pretty home, but of him who had, twenty-four hours before, declared his everlasting, undying love to her.

She said unconsciously, though audibly,—
"Just think of such a thing coming to pass—the elegant, aristocratic and wealthy Irving Wortley loving poor me! Oh, I am so happy I could jump for joy!"

And, uniting the action to the word, she jumped up and ran down stairs with much more alacrity than she was wont to do, rushed into the sitting-room, and, by coming unexpectedly into collision with Aunt Ruth, very nearly precipitated that worthy person in the opposite direction from the one she was pursuing, and also caused her naturally serene temper to be quite in the ascendency, when she caught sight of Edna's happy beaming countenance, and, not having the heart to throw a damper on it, passed on with a smile.

"Edie, what an air is the matter with you, anyhow? Are you going crazy, child?"
"No, auntie dear, but I'm so happy!"
And, a little sobered down, she went out into the kitchen, to assist Jane, the maid-of-all-work, in preparing supper.

Edna Stirling's mother had died when she was quite young, and her father, a professor in a young ladies' seminary, devoted every spare moment to his daughter's and only child's education, and, being particularly apt, she had progressed rapidly; and when she arrived at the age of sixteen, and her father was carried off very suddenly, she was left an orphan, penniless, and with no relatives excepting Mr. and Mrs. Young. Mr. Young being Edna's mother's half brother, and being particularly fond of children, and having none of his own, took Edna home with him, after her father's funeral, where she had since remained; and at the age of nineteen she received an avowal of love, and offer of marriage from a son of one of the best and wealthiest families in the town of W—.

As Mrs. Irving Wortley entered the dining-room of her superb residence on the morning following the day on which our story opens, she turned to her son and said,—
"Irving, I received a letter from my old friend, Mrs. Moore, yesterday, stating that she would be pleased to accept my invitation, and that I might look for herself and daughter, Blanche, the day after to-morrow. And now, while I think of it, I should decidedly prefer you to discontinue your frequent visits to Miss Stirling's house; I think the affair has gone on long enough, and I particularly desire your presence here for some time, as you must play the agreeable to Blanche Moore, for her father's wealth is reputed to exceed a million, and she is an only child."

Irving was about to respond, but the entrance of his father, and particularly his haughty sister prevented further conversation on that subject, and they took their respective places at the breakfast table.

On the day in which Mrs. and Miss Moore was to arrive, Mrs. Wortley said to her son,—
"Irving, I wish you to drive down to the depot to meet my friends, for it will be late when they arrive here, as they are

Patience.

"Mother, excuse me; I cannot oblige you, for I have an engagement."
"Indeed, and it is of more importance than my request?"
"I can scarcely say as to that, but you know one's word must be kept."

"May I presume to ask with whom that engagement is made?"
"Yes, mother, it is to spend the evening with one of the best and sweetest girls that ever existed—Miss Edna Stirling—and I will now tell you what I've longed to communicate to you for some days; that not only am I engaged to her for to-night, but for life, and I intend to marry her just as soon as I receive my parents' sanction, and partnership in my father's business."

By the time Irving had finished, Mrs. Wortley was unnerved to a visible degree for above all things she had made up her mind that her son should make a brilliant match; and to think that now one was thrown right in his path, she must receive this startling intelligence that his heart and hand were elsewhere! She managed to say, finally,—
"Well, sir, my sanction you will never receive, and until you give up this insane idea, I desire to hold no further communication with you, and I'll interview your father on the matter!" saying which, she swept from the room.

That evening, as Irving was taking leave of Edna, his last words were—
"And you will continue to love me, and when I wish it, marry me, come what will?"

"Have I not promised to love you till death do us part?"
And, indeed, if she had not spoken a word, her great, earnest, beautiful eyes would have satisfied him.

The Wortley family, including their guests, Mrs. and Miss Moore, were assembled at the breakfast-table a few days later, and some one was passing a remark on Irving's non-appearance, when a servant entered and said,—
"Please, missers, Mr. Irving would like to see you; he is very ill indeed."

And, excusing herself, Mrs. Wortley proceeded directly to her son's chamber, and on entering the room was ominously struck with his appearance, which caused the mother's heart to show itself.

"Oh, my dear, are you very ill?"
"Yes, mother, and have been so all night."

A servant was immediately despatched for the family physician, who, upon arriving, and examining the patient, who then was in a high fever, looked very much concerned, and, taking Mrs. Wortley aside, gave strict orders to have the patient kept very quiet, as he was threatened with brain fever; and, being on quite intimate terms with the family, he enquired if Irving had had any serious trouble recently, to have produced it. Mrs. Wortley hesitated, colored, and felt very conscious-stricken, but replied,—

"Oh, perhaps a trifling annoyance, but nothing of sufficient seriousness to cause this dreadful illness."

Ah! if that mother could have read her poor boy's mind from the time she had last spoken to him!

The patient continued to grow worse rapidly, and, becoming delirious, was constantly uttering unintelligible sentences; but only one word could always be understood—Edna.

It was the crisis of the fever, and all were anxiously watching at the bedside of the sufferer; after lying for a long time, as though life even then were extinct, Irving opened his eyes, and for the first time in many days the light of reason shone in them, and, looking from one to the other, he turned to his mother and said,—

"Mother, I feel that I am dying, but I cannot go willingly till my last request is complied with."

Here his parents and sister burst into tears, but he bade them to be composed and listen.

"I desire that some one be despatched for Edna Stirling, also for Rev. Mr. Graham. Summon them both to my bedside, then, in the presence of all here, and ere I depart this life, I desire to be wedded to one for whom, if I were dying to save her life, I would give up life willingly."

The mother, only too eager now to do all within her power for one so beloved, and yet so soon to be clasped in the arms of death, sent a servant, who quickly returned with both parties, Mrs. Wortley first interviewing them in the reception room down stairs before they entered the sick room. Poor Edna, worn to a skeleton by anxiety concerning her lover, having called twice a day to enquire about him during his illness, and

Patience.

always receiving the same answer that he was worse, still never realizing that he was ill unto death, now completely gave vent to her feelings, and was scarcely able to ascend the stairs leading to his chamber; but when there, and seeing the great change in the loved face, and realizing how soon he would be cold, unconscious clay, the poor girl rushed to the bedside, and would have thrown herself in her lover's arms, for she was almost crazed, but those in the room gently restrained her. Irving took her hand in his, and, looking at Mr. Graham, said,—

"I beg of you make haste, and join us in the holy bonds of wedlock ere it is too late."

And there, in that death-like and awful silence, broken now and then by the sobs of the loving ones, the young and beautiful girl, with probably a long life before her, was made the wife of the man who was to enter the spirit land in probably a few hours. Oh, how awfully sad that marriage ceremony!

Two days later, the remains of Irving Wortley were deposited in the W— churchyard, and although years have passed since then, every two or three days a beautiful but very sad lady, in mourning attire, can be seen weeping over a grave, the monument at its head bearing the inscription,—
"IRVING WORTLEY, aged twenty-three."

WHERE BOXWOOD COMES FROM.

Not everyone is aware that the wood used by engravers is the growth of those far away regions around the Black and Caspian Seas, the very names of the ports from which it is shipped being unfamiliar. Very few who consider themselves good geographers have ever heard of Poti, or Abkassia, or Tzaritsin, and yet these are flourishing commercial towns, reached by the way of the Golden Horn of Constantinople.

For all fine engravings, Turkey boxwood is used, and as its quality varies much, some skill is necessary to a good selection. The best is of a delicate yellow color, clear and free from spots; it cuts smoothly and evenly, with no crumbling nor tearing, but every line cut will be perfect.

It is to the use of this wood by our artists that the superiority of their designs and wood-engravings must in a great measure be attributed. In consequence of its scarcity and high price, many substitutes have been resorted to; maple, apple, pear, mahogany have been experimented upon; but hitherto no wood, metal, or composition has been discovered that possesses the requisite qualities.

In addition to engraving, boxwood is used for scales, rules, gauging rods, and similar articles on which figuring is made; and there are factories in Connecticut that consume hundreds of tons annually for this purpose alone.

Any one that has ever held a carpenter's rule in his hand knows what boxwood is like. It differs in color and texture from all other wood, and it is somewhat remarkable that it comes to perfection only in a comparatively limited region of country in the vicinity of the Black Sea. It weighs about seventy-five pounds to the cubic foot, and varies in price to land it in Boston from \$75 to \$250 a ton.

GOT ALL HE PAID FOR.

A gentleman went to New York the other day to order some frames for several pictures he had at home. Selecting the moulding he wished the frames made from, he gave the necessary directions, and while so doing the length of moulding required came into dispute, when the gentleman learned that allowance must be made for corners in cutting frames. Not understanding the whole matter, however, and thinking this would leave a number of pieces that, as he paid for them all, he might as well have himself, he directed the frame dealer to send the corner pieces up with the frames, and then took his departure.

A few days ago the frames arrived, and attached to each one was a small package containing the corner pieces, but the gentleman was much surprised at finding them infinitesimal parts, that could be of no use whatever. Furthermore, also attached to each frame was a little paper packet, upon opening which the gentleman found to contain the sawdust made in sawing the moulding into the required shape.—*Kingston Freeman.*

B. O. Holterman, a gold miner, at Sydney, New South Wales, has taken two photographic views of the city and its harbor, each five feet by three and a half in size. These are the largest pictures ever produced by single negatives.

Arabic figures were not invented by the Arabs, but by the Indians.

LEAD PENCILS.

The very name of the lead pencil, like so many others that have become familiar as household words, is a misnomer, for there is no lead in it. Red lead is an oxide of lead, and white lead is a carbonate of the same metal, but black lead is neither a metal nor a compound of metal. It is, as most of our readers are aware, one of the forms of that very common but very interesting element, carbon; and is also known as plumbago and as graphite.

There are several pencil manufactories in Keswick, Eng. The "leads" for the best pencils, as we were told, were formerly sawed out from masses of the pure graphite then yielded by the Borrowdale mine; but the only mine now furnishing masses large enough for the purpose is in Siberia. At present the smaller fragments of graphite are ground fine, calcined, and mixed with pure clay, which has been prepared by diffusing it through water, allowing the coarser particles to settle, drawing off the milky liquid from the top and letting it settle again. This latter sediment is exceedingly fine and plastic, and after being dried on linen filters is fit for use. It is mixed with the powdered graphite in various proportions, according to the degrees of hardness required in the pencil; two parts of clay to one of graphite being used for a fine, hard grade, equal parts for a soft one, and intermediate mixtures for the grades between. The materials after being mixed are triturated or kneaded with water till they are of the consistency of dough. This dough is pressed into grooves in a smooth board, dried in this mould by a moderate heat, then taken out and baked in covered crucibles in a furnace. Sometimes the dough is compressed in a strong receiver and forced out through a small hole in a thread of the shape required, then dried and baked as above. The grade of the lead depends partly upon the degree of heat to which it is exposed in the furnace. Leads intended for very fine work, like architectural drawing, are re-heated, after the baking and immersed in melted wax or suet.

The wood used for all the better kinds of pencils is the Florida red cedar, which is thoroughly seasoned, cut into strips, dried again, and then cut into pieces of proper size for pencils. These are grooved by machinery, the leads are glued into the groove, and the other half of the wood is glued on. After being dried under pressure they are rounded or otherwise shaped by a kind of lathe or cutting machine; then polished by another machine, and sometimes painted or varnished by a third, which feeds the pencils from a hopper and turns them round under the brush. At Keswick the best pencils never go through this latter process, but are finished by simple polishing. They are next cut the right length by a circular saw, and the ends made smooth by a drop knife, after which they are stamped with a heated die and sent to the packing room.

The small leads for "ever-pointed" pencils are made either from the natural masses of graphite or from a composition of graphite and clay prepared as already described, and baked.

Nine jurors in a panel of twelve will be permitted to return a verdict according to the new Constitution of Texas.

Smith and Jones were at the menagerie, and the conversation turned on Darwin's theory. "Look at the monkey," said Smith. "Think of it being an undeveloped human!" "Human!" said Jones, contemptuously. "It is no more human than I am."

A boy who was drowned at Wilkesbarre, the other day, was named Sobynwensberry. When a boy with a patronymic like that on him, once gets into the water, the odds are ninety-nine out of a hundred in favor of his going to the bottom.

"Stranger will you try a hair with us at poker?" "Thank you, gentlemen, but there are seventeen reasons why I cannot accommodate you now." "Seventeen reasons for not playing cards?" "Pray, what are they?" "Why, the first is I haven't

DECEMBER 26, 1876.

OFFICE OF THE
Atlantic Mutual
INSURANCE COMPANY.

New York, January 24th, 1876.
The President, 111 Broadway, N. Y.
The Company, submit the following
Statement of its affairs on the 31st Decem-
ber, 1875:

Premiums received on Marine
Risks, from 1st January, 1875, to
31st December, 1875..... \$5,840,021.88
Premiums on Policies not
marked off last January, 1875, 2,455,372.87

Total amount of Marine Premiums
received..... \$8,295,394.75
No Policies have been issued
upon Life Risks; nor upon
Fire disconnected with Ma-
rine Risks.

Premiums marked off from 1st
January, 1875, to 31st Decem-
ber, 1875..... \$6,123,134.68
Losses paid during same period 1,712,058.6
Returns of Premiums and Ex-
cesses..... 1,217,477.21
The Company has the following
Assets, viz.:
United States and State of New
York Stock, City, bank and
other Stocks..... \$10,314,940.00
Loans secured by Stocks, and
otherwise..... 2,544,200.00
Real Estate and Bonds and Mort-
gages..... 317,000.00
Interest, and sundry notes and
claims due the Company, esti-
mated..... 454,037.92
Premiums, Notes, and Bills Re-
ceivable..... 2,076,360.00
Cash in Bank..... 363,402.41

Total amount of Assets..... \$16,019,940.83
Six per cent interest on the outstanding
certificates of policy, paid to the hold-
ers thereof, or their legal representatives
on and after Tuesday, the first of Feb-
ruary next.

The outstanding certificates of the issue
of 1875 will be redeemed, and paid to the
holders thereof, or their legal representa-
tives, on and after Tuesday, the first of
February next, from which date all interest
thereon will cease. The certificates to
be produced at the time of payment, and
cancelled. Upon certificates which were in-
sured for gold premiums, the payment of in-
terest and redemption will be in gold.

A dividend of FORTY PER CENT. is de-
clared on the net earned premiums of the
Company, for the year ending 31st Decem-
ber, 1875, for which certificates will be issued
on and after Tuesday, the fourth of
April next.

By order of the Board
J. H. CHAPMAN Secretary.

TRUSTEES:
John D. Jones, William H. Webb,
Charles Dennis, Gordon W. Burnham,
W. H. H. Moore, Frederick Channing,
Henry Colt, Charles P. Bartlett,
Lewis Giddie, Francis Skiddy,
Charles H. Russell, Robert H. Minniman,
Lowell Holbrook, Robert L. Stuart,
Royal Phelps, James G. DeForest,
David Lane, Alexander V. Blake,
James Bryce, Charles B. Leverich,
Dennis Miller, Charles H. Marshall,
William Sturgis, Adolph Lemoine,
John Elliott, George W. Lane,
William E. Dodge, Adam T. Sackett,
Josiah O. Low, Thomas F. Youngs,
C. A. Hays, George W. Hays,
James Low, Winthrop G. Ray,
John D. Hewlett, Samuel Hutchinson
Edmund W. Corlis.

JOHN D. JONES President
CHARLES DENNIS Vice-President
H. H. MOORE, 2d Vice-President
Feb 17 '76

SCRIBNER'S MONTHLY
An Unrivalled Illustrated Magazine.

WHEN SCRIBNER'S issued its famous Mid-
summer Holiday number in July, a
frill and a flourish and a flourish and a
frill, but that Scribner has touched high-water
mark." But the publishers do not consider
that they have reached the *ultima* *thule* of
excellence; they believe there are other
worlds to conquer, and they propose to con-
quer them."

The prospectus for the new volume gives
the titles of more than fifty papers (mostly
illustrated), by writers of the highest merit.
Under the head of

"FOREIGN TRAVEL,"
we have "A Winter on the Nile," by Gen.
McClellan; "Saunterings About Constantinople," by Charles Dudley Warner; "Out
of My Window at Moscow," by Eugene
Schuyler; "An American in Turkistan,"
etc. Three serial stories are announced:

"NICHOLAS MINTURN,"
By Dr. Holland, the Editor,
whose story of "Sevenoaks" gave the highest
satisfaction to the readers of the Monthly.
The scene of this latest novel is laid on
the banks of the Hudson. The hero is a
young man who has been always "tied to
a woman's apron strings," but who, by the
death of his mother, is left alone in the
world,—to drift on the current of life,—with
a fortune, but without a purpose.

Another serial, "His Inheritance," will
begin in the completion of "That Last of
Lowrie's." The hero of this serial is origi-
nal and exquisitely illustrated papers of
"Popular Science," each paper complete in
itself. There are to be, from various pens
papers on

"HOME LIFE AND TRAVEL."
Also, practical suggestions as to town and
country life, village improvements, etc., by
well-known specialists.

A richly illustrated series will be given on
"American Sports by Flood and Field," by
various writers, and each on a different
theme. The subject of

"Household and Home Decoration"
will have a prominent place, whilst the latest
productions of American humorists will
appear from month to month. The editorial
department will continue to employ the
ablest writers on the subject of the day. We
mean to make the magazine sweeter and
purer, higher and nobler, more genial and
generous in all its utterances and influences,
and a more welcome visitor than ever
before in homes of refinement and culture.

FIFTEEN MONTHS FOR \$4.
Scribner for December, now on hand, and
which contains the opening chapters of
"NICHOLAS MINTURN" will be read with
eager curiosity and interest. Perhaps no
more readable number of this magazine has
yet been issued. The opening chapters of
Scribner for August, September and Octo-
ber, containing the opening chapters of
"That Last of Lowrie's" will be given to
every new subscriber (who requests it), and
whose subscription begins with the present
volume, i. e., the November number. Sub-
scription price, \$4 a year—35 cents a num-
ber. Special terms on bound volumes.
Subscribe with the nearest bookseller, or
send check or P. O. order to

SCRIBNER & CO.,
743 Broadway, New York.

J. C. MERRILL & CO.
SHIPPING AND COMMISSION MERCHANTS,
204 & 206 CALIFORNIA STREET,
SAN FRANCISCO, California.

Particular attention paid to the sale
of Merchandise, purchasing and shipment
of California and Oregon Produce, charter-
ing of vessels effecting Insurance, &c.
Liberal advances made on consignments.

REFERENCES:
William J. Rotch,
Leander A. Plumer,
James D. Thompson,
William H. Matthews,
Wesley H. Brown,
George Barne,
Edward Merrill,
S. Griffiths Morgan.

sep26/69-11

ST. NICHOLAS
"THE KING OF ALL PUBLICATIONS
ISSUED FOR THE YOUNG ON EITHER
SIDE OF THE ATLANTIC."—South-
ampton (England) Observer.

The third volume of this incomparable
Magazine is now completed. With its high
standard of excellence, its six hun-
dred illustrations, its splendid seal-
ings, its shorter stories, poems, and sketches,
etc., etc., in its beautiful binding of red and
gold, it is the most splendid gift-book for
boys and girls ever issued from the press.
Price, 64c in full gilt, 85c.

"St. Nicholas is full of the choicest
things. The publication is, in all respects,
the best of its kind. We have never yet
seen a number that was not surprisingly
good."—The Churchman, Hartford, Conn.

ST. NICHOLAS FOR 1877,
which opens with November, 1876, begins
a short and very entertaining serial from
the French, "THE KINGDOM OF THE
GREEDY," a story adapted to the Thank-
sgiving season; another serial, of absorbing
interest to boys.

"HIS OWN MASTER,"
BY J. T. CROWBIDGE,
author of the "Jack Hazard Stories," be-
gins in the Christmas Holiday. It con-
tains serial stories, Christmas stories, lively
sketches, poems and pictures for the hol-
idays, and some astonishing illustrations of
Oriental artists, with drawings by Siamese
artists, and Chinese and Japanese. It con-
tains a very interesting paper, "THE BOYS OF
MY BOYHOOD," by William Cullen Bryant;
"The Horse Hotel," a lively article, by
Charles A. Clock; "The Boy's Club," by
Richard A. Proctor; "A Christmas Play for
Homes or Sunday Schools," by Dr. Eggleston;
"The Peterkin's Christmas Tree," by
Lucretia P. Hale; "Poetry and Carols of
Winter," by Lucy Larwood, with pictures.

DO NOT FAIL TO BUY ST. NICHOLAS FOR
THE CHRISTMAS HOLIDAYS.
PRICE 25 CENTS.

During the year there will be interesting
papers for boys, by William Cullen Bryant,
John G. Whittier, Thomas Hughes, Wil-
liam Howitt, Dr. Holland, George McDon-
ald, Sanford B. Hunt, Frank R. Stockton,
and others. There will be stories, sketch-
es, and poems, of special interest to girls,
by Harriet Prescott Spofford, Susan Col-
ledge, Sarah Wither Kellough, Elizabeth Sie-
wart Phelps, Louisa Alcott, Lucretia P. Hale,
Celia Thaxter, Mary Mapes Dodge, and
many others. There will also

"TWELVE SKY PICTURES,"
By Professor Proctor, the Astronomer,
with maps, showing "The Stars of each
month," which will be likely to surpass in
interest any series on popular science re-
cently given to the public.

GOOD NEWS FOR BOYS AND GIRLS.
To meet the demand for a cheaper St.
Nicholas Gift-Book, the price of Vols. 1 and
2 has been reduced to 25 cents. These vol-
umes contain 120 pages of attractive mat-
ter for \$10 (in full gilt, \$15). These volumes
contain more attractive material than fifty
dollars' worth of the ordinary children's
magazines. Subscription price, \$3 a year. The
St. Nicholas Club, of 12, can be ordered for
this year, only \$12. Send money in the
nearest newspaper, or send money in
check, or P. O. money order, or in registered
letter, to

SCRIBNER & CO., 743
Broadway New York.

THE SUN.
1877. NEW YORK, 1877.

THE different editions of THE SUN during
the next year will be the same as during
the year that has just passed. The daily
edition will contain 16 pages, and 16 col-
umns, and on Sundays a sheet of eight pa-
ges, or 56 broad columns; while the weekly
edition will be a sheet of eight pages of the
same dimensions and character that are al-
ready familiar to our readers.

The SUN will continue to be the strenuous
advocate of reform and reformation, and
of the substitution of statesmanship, wis-
dom, and integrity for hollow pretence, lu-
bricity, and fraud in the administration of
public affairs. It will contend for the gov-
ernment of the people by the people and for
the people, as opposed to government by
frauds in the ballot-box and in the count-
ing of votes, enforced by military violence.
It will endeavor to supply its reader—a
body now not far from a million of souls—
with the most careful, complete, and trust-
worthy account of current events, and will
employ for the purpose a numerous and
carefully selected staff of reporters and cor-
respondents. Its reports from Washington,
especially, will be full, accurate and fear-
less, and will be read with interest by all
who serve and enjoy the hatred of those who
thrive by plundering the Treasury or by
usurping what the law does not give them,
while it will endeavor to merit the confi-
dence of the public by its fearless exposure
of the people against the encroachments of
unjustified power.

The price of the Daily Sun will be 55 cents
a month or \$6.50 a year, post paid, or with-
out postage, \$7.00 a year. The Sun's
Sunday edition alone, eight pages, \$1.20
a year, post paid. The WEEKLY SUN, eight
pages of 56 broad columns, will be furnish-
ed during 1877 at the rate of \$1 a year post-
paid.

The benefit of this large reduction from
the previous rates for the Weekly can be en-
joyed by individual subscribers without the
necessity of making up arrears. At the same
time, if any of our friends choose to do so,
in extending our circulation, we shall be grate-
ful to them, and every such person who
pays ten or more subscribers from one
place will be entitled to receive the paper
for himself without charge. At one dol-
lar a year, postage paid, the expenses of
paper and printing are barely repaid; and,
considering the size of the sheet and the
quality of its printing, and the interest the
people will consider the WEEKLY SUN the
cheapest newspaper published in the world,
and we trust also one of the very best.

Address, THE SUN, New York city, N. Y.

A. W. PEIRCE. I. B. PETERSON
A. W. PEIRCE & CO.,
(Successors to C. L. Richards & Co.)
SHIP CHANDLERS,
—AND—
General Commission Merchants,
HONOLULU, H. I.
—AGENTS—
Punoloa Salt Works; Brand's Bomb Lances;
Perry Davis' Pain-Killer.
nov28/7

The Whalemens' Shipping List.

NEW BEDFORD:

TUESDAY MORNING, DEC. 26, 1876.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending December 25, 1876.

	Bls.	sp.	wh.	bone.
New Bedford.	1,374	.....	.....	.....
Bark Azor.	3,725	32,822	136,225	.....
New York.	.....	.....	.....	.....
Ship Nightingale.	.....	.....	.....	.....
Total.	5,099	.....	.....	.....
Previously.	.....	.....	.....	.....
From Jan. 1, to date.	39,590	32,822	136,225	.....
Same time last year.	43,473	34,750	406,247	.....

Exports for the week ending December 25, 1876: sp. wh. bone.

Previously.	23,703	17,356	133,424
From Jan. 1, to date.	22,703	10,316	133,424
Same time last year.	20,802	5,424	205,456

NEW BEDFORD OIL MARKET.

For the week ending December 25.

SPEERM.—The market has been quite active since our last, with sales for manufacture, of 1,304 bls. at \$1.40 per gallon.

WHALE.—In but little demand, the only sale being 100 bls. South Sea, for manufacture, at 70 cents per gallon.

IMPORTATIONS.

Per bark Azor, at this port, 18th inst., from Fayal: 97 bls. sperm oil from bark Alaska; to Jonathan Bourne, New Bedford; 30 do. do. from bark Rea Ranger, to I. H. Bartlett & Sons, do.; 435 do. do. from bark Sunbeam; 1 J. & W. R. Wing, do.; 107 do. do. from bark Cicero, to John P. Knowles, do.; 232 do. do. from bark Hadley, 160 do. do. from bark L'isola, 170 do. do. from bark Lancer, 250 do. do. from bark Tropic Bird, and 288 do. do. from bark Sappho, to William Lewis, do. Total, 1,974 bls.

Per ship Nightingale, at New York, 13th inst., from San Francisco: 160 bls. sperm oil from bark Camilla, to Swift & Allen, New Bedford; 130 do. do. from bark Rainbow, to I. H. Bartlett & Sons, do.

LETTERS.

A letter received in Nantucket, from Capt. Allen, of bark Mars, of this port, reports her of Juan Fernandez, October 15th, with 1,273 bls. sperm and 75 do. humpback oil, and boiling a 75 bl. whale at the time.

A letter from Mrs. Capt. Wilson, of ship James Arnold, of this port, reports her at Russell, Bay of Islands, November 15th, with 1,496 bls. oil all told.

DIED.—In this city, on the 21st inst., CHARLES R. TUCKER, aged 63 years, during the last twenty-three years President of the Merchants National Bank. He commenced his business life as a clerk in the house of Isaac Howland, Jr., & Co., and subsequently was connected with Mr. Edward D. Mendall in the whaling business, and for many years was President of the Commercial Insurance Company, and member of the New Bedford Monthly Meeting and Elder of the Society of Friends.

In Edgartown, on the 18th inst., Dr. Daniel Fisher, aged 71 years. He was a graduate of Brown University and the Harvard Medical School. He was also President of the Martha's Vineyard Bank, and once Senator in the Massachusetts Legislature.

In Pittsfield, on the 17th inst., General W. F. Bartlett, poor in worldly riches, though rich in every good quality. A fund which has already reached \$12,000 is to be increased yet more, we hope, as a tribute to his memory, and a support to his family.

SCRIBNER FOR JANUARY, 1877.—Professor Boyesen's paper on "Norway and the Norsemen" in Scribner for January, will give the reader a clear idea of the life of this interesting nation. The tropics also receive attention in this number, the subject being "A Winter on the Nile," by General George B. McClellan. A third illustrated paper is "The English Workingman's Home," descriptive of certain phases of Co-operation—a plan now attracting much attention as a possible preventive of Communism in America. Clarence Cook's eight paper on household decoration contains the author's reasons for preferring blue china to white, grate fires to furnace-heats, and kerosene to gas, and deals also with bedroom furniture. Other illustrated articles are: a sketch of John Burroughs (with portrait); "Liverworts and Ferns," "Day-Dreams," a poem of New England life; Dr. Holland's "Nicolas Minturn," in which there is a shipwreck; and "Papa Moon's Tullip." In a light vein also are "My Friend Moses," a talk "Concerning Cheapness," and "Ghosts." "What our Churches do for us," shows by comparison, the relative cheapness of church work. Mrs. Fanny Roden's "Pamphlet" series, "That Lass o' Lowrie," goes on. There are poems by R. H. Stoddard, "E. H.," Dr. Holland, Charles de Kay, R. W. Gilder, and Constantine E. Brooks. Published by Scribner & Co., 743 Broadway, New York.

ST. NICHOLAS FOR JANUARY contains several contributions by noted writers. The venerable poet William Howitt contributes a "Letter to a Young Naturalist," full of instruction and anecdote; and Professor Richard A. Proctor has an article on "The Stars for January," illustrated with handsome engravings. J. T. Townsend is represented by the second installment of his new serial for boys, "His Own Master." The author of "Helen's Babies" gives us Budget's amazing "Story of the Centennial." Hjalmar Hjorth Boyesen furnishes a fine fairy tale, entitled "Mabel and I." "Great-grandfather's Books and Pictures" are well described by H. E. Scudder. The illustrations to this article are taken from "The New England Primer" and "Webster's Spelling-Book," and the contrast between them and the other pictures in the number is very striking. Among the most notable of the stories are "Katinka," a Russian story, and "The Two Brothers," a very interesting Continental narrative. Lucy Larcom has a beautiful poem called "King Lonsome," and Henry Melville contributes the comical "Modern and Medieval Palace of Mary Jane," with fourteen silhouette pictures. Mrs. Dodge's opening poem of "The Minute" is handsomely illustrated by the frontispiece. Published by Scribner & Co., 245 Broadway, New York.

INSURANCE DECISION.—An unusually important insurance decision has just been rendered by the United States Circuit Court of Indiana, the effect of which, if sustained will be to deprive of force many State laws regulating the business of foreign insurance companies. The law of Indiana forbids foreign companies having agencies and doing business in that State, except after compliance with certain provisions thereof; but the defendant company, an Illinois corporation, issued a large number of policies in Indiana without compliance therewith. The company becoming insolvent, the assignee sought to enforce payment of the premium notes, which was resisted on the ground that the company was forbidden by Indiana law from doing business in that State. But the Court held that inasmuch as the agent in Indiana merely received the application for insurance, and forwarded it to Freeport, Ill., at which place the company forwarded the policy direct to the applicant, the contract was an Illinois contract, and consequently the Indiana laws could not apply to it. As to its enforcement in Indiana, the Court held that the contract stood, on the same ground as any other, valid by the law of the place where it was made, and was enforceable by the comity of the States. Some five or six hundred suits depend upon the final determination of this case, which has been appealed to the Supreme Court of the United States.

Another cold wave came over this part of the country on Saturday, the 16th inst., the thermometer standing at zero on Sunday morning, and scarcely rising to 10° above at noon. At Manchester, N. H., in the morning, it was 16° below; at Bangor, 20°; at Littleton, N. H., 28°. The wind blew 160 miles an hour on Mount Washington. The month of November at that point was less severe than usual. Observations at the United States Signal station cite the highest barometer 30.372; lowest 29.282; range 1.045. Highest temperature 42°, lowest 10° below zero; greatest daily range 21°. On Monday morning, in New Bedford, the mercury stood at 6° above zero, and snow commenced falling. In the course of the forenoon the wind got Southeast, and the mercury ran up to 30°. Snow, hail and rain, made up the weather mixture for the day. At five minutes before five, there was a vivid flash of lightening, followed by thunder.

The Court of Alabama Claims has completed its labors so far as trial of cases is concerned, and will expire on the 31st inst., by limitation, unless Congress should in the meantime enlarge its jurisdiction by providing for jurisdiction of what are known as the "war premium" and "exculpated cruiser's claims." A bill for the admission of the "war premium" cases has already passed the House, and is now before the Judiciary Committee of the Senate. Only one-half of the \$15,500,000 awarded by the Geneva tribunal will be required to pay the claims allowed, and as the United States has only stood in the position as trustee, the question arises: What shall be done with the remainder? On the 21st the claim Navy Secretary Robeson for \$150,000, for loss of the Greenland, destroyed by the Florida, was dismissed.

Among other awards made are the following: Edward Rollins \$330; James T. Hale \$550; Ebenezer F. Nye, dismissed—all of New Bedford; William F. Benton, East Taunton, \$300.

President Grant in a conversation with a Western Republican on the 20th inst., said, that he was fully convinced that Hayes is elected, and observed that Hayes is the only candidate for President who has ever been elected in this country during a period of great financial depression by a party in control of the national administration at the time of the crisis. He gave an emphatic assurance that he has neglected no means of knowing just what all the would-be revolutionists are saying and doing.

The Supreme Court of Florida has sustained the Drew demurrer, and ordered the returning board to re-canvass the votes from the face of the returns, thereby giving the State to Tilden by a small majority.

The Boston Daily Advertiser, one of the best among our exchanges, in a somewhat detailed statement of manufacturing establishments in New Bedford, and especially the Wamsutta Mills, the Polomka Mills, and the Morse Twist Drill Works, says of the former, "these Mills produce every year twenty million square yards of cotton cloth—say twelve thousand miles of shirting and sheeting, or enough to reach half way round the world. Puck said he'd put a girdle round the earth in forty minutes. The Wamsutta people could hardly rival Robin Goodfellow in this feat, but they would doubtless be willing to contract to put a white cotton bandage around the globe in two years for a reasonable price and travelling expenses."

Turner's painting of the Slave Ship was bought at the auction sale of the Johnston collection in New York last week by a Bostonian, for \$10,000. It is said to have cost Mr. Johnston 7,500 guineas, or \$37,500. Ninety-four pictures at this sale, realized the sum of \$138,000. Soldiers at Cards, about a dozen inches square, brought \$11,000. On the following day an additional sale of 97 pictures realized \$176,822, making a total for the two sales \$314,822. Church's Niagara was knocked down at \$12,500, for the Corcoran Art Gallery at Washington, where it will permanently remain.

The Remington Will case in Fall River has been compromised by the parties interested, and the Will will not be further contested.

The United States Senate on the 20th inst., passed the pension appropriation bill, and discussed at length the Mitchell Oregon resolution, without reaching a vote, however. The House adopted the report of the Judiciary committee declaring that telegraphic communications have no more privileges than oral or other communications, and must be produced when called for by Congress.

The Senate voted to adjourn on the 22d until the 26th inst., with the general understanding that no business be transacted until the 21 of January.

A MONDAY CHRISTMAS.—Christmas day fell on a Monday this year. It fell on a Monday also in 1863, and on that occasion the following was unearthed from its state, the Harleian MSS. No. 2,252, folio 153-4.

If Christmas day on Monday be,
A great winter that year you'll see,
And full of winds both loud and shrill;
But in summer, truth to tell,
High winds shall there be, and strong,
Full of tempests lasting long;
While battles they shall multiply,
And great plenty of beasts shall die.
They that be born that day, I ween,
They shall be strong each one and keen;
He shall be found that stealthy might;
Thou' thou be sick, thou diest not.

FREIGHT RATES.—The following freight rates from the West have been adopted by the freight agents in Chicago: First class to New York, \$1.50; Boston, \$1.60; Baltimore, \$1.31; Philadelphia, \$1.36. Second class to the same points, \$1.10, \$1.20, 96 cents and 99 cents. Third class, 55 cents, 50 cents, 74 cents and 77 cents. Grain to the same points, 30 cents, 33 cents, 26 cents and 27 cents. Flour, 60 cents, 70 cents, 52 and 54 cents. Hogs, dressed, 65 cents, 70 cents, 57 cents and 58 cents.

The bridal outfit for Miss May, the fiancée of James Gordon Bennett, of the New York Herald, has been appraised at the Custom House at 36,000 francs, equal to \$7,200, gold. The outfit comprises over forty articles of wear, the wedding dress of white satin, and a marvel of the dress maker's art. The Customs duties are \$4, 200.

In all policies of life insurance these, among a host of other questions, occur: "Age of father, if living?" "Age of mother, if living?" A man in the country who filled up an application made his father's age, "if living," one hundred and twelve years, and his mother's one hundred and two. The agent was amazed at this and fancied he had secured an excellent customer; but feeling somewhat dubious he remarked that the applicant came of a very long-lived family. "Oh, you see, sir," replied he, "my parents died many years ago, but 'if living' would be aged as there put down." "Exactly—I understand," said the agent.

A collision occurred between a passenger and "mixed" train on the Boston, Barre and Gardner Railroad, one mile North of Princeton, Mass., station, on the afternoon of the 20th inst., by which three persons were fatally injured, and twenty passengers more or less bruised. Both engines, one baggage, one passenger and three freight cars were also completely demolished.

The gold market is still weak. Quotations 107½ @ 107½. The imports of specie at New York for the week ending 16th inst., amounted to the large sum of \$3,312,166, making a total since January 1st, 1876, \$21,581,596, against \$12,727,761 for the corresponding period of 1875.

Several actions have lately been brought in Fall River against liquor dealers by parents whose children have been furnished with liquor or allowed to loiter around liquor saloons. The law imposes a penalty of \$100 for furnishing liquor to a minor, or allowing him to loiter around a place where liquor is sold.

A wholesale cremation of confiscated counterfeit materials took place in Washington last week. On the 18th inst., upward of 400 engraved plates with a barrel full of bogus coin was melted in the smelting furnace at the Navy Yard, and on the 19th, upwards of a million of dollars in counterfeit currency was burned in the Treasury oven.

Four hundred employees of the government bureau of engraving and printing, two-thirds of the unfortunates being women, were discharged on the 16th inst. The printing is to be done by private parties hereafter.

The bleachery of R. B. and R. Knight & Co., in Pontiac, R. I., was destroyed by fire on the 17th inst., involving a loss of nearly \$200,000.

The Winter of 1827 was the coldest ever known in Missouri, so cold in fact, that in the words of the local passer, "Horses, cattle and turkeys roosting on the trees were frozen to death."

Worcester has had 451 marriages the past year. One bride of 17 took a husband of 19, a boy of 17 married a girl of 16, a widower of 71 took a widow of 20 and a widower of 82 took for his second wife a widow of 84.

F. M. Knights, a milliner of Worcester, has become heir to \$100,000 by the death of his brother George, who went to sea when he was 18 years old. Since that time he has been heard from only once, when he was doing well as the captain of a ship running between Liverpool and Australia. Now comes the news that he died on board his ship, worth \$500,000. Other heirs will take the balance.

At the auction in New York of 100,000 tons of Delaware, Lackawanna and Western coal, held on the 21st inst., an advance averaging about 12½ cents per ton on the prices of the November sale was obtained. This hardly supports the rise obtained at the Pennsylvania Coal Company's sale held on the previous day. On the whole, the auctions of the past week realized about the range of prices obtained at the October sales.

ADVICE TO DRINKING MEN.—The question is frequently asked, says the Boston Traveller, not only of Dr. Reynolds, but of others, what course a drinking man should pursue to rid himself of the craving appetite for liquor. None but one who has been there knows how terrible is this appetite and how difficult it is to resist its demands. The desire for just one more drink besets every man who has ever fallen a victim to the curse, and the cries for something to fill up the void without a return to the intoxicating cup are heard everywhere. It is a pleasure to announce that such a substitute does exist. A drinking man can supply himself easily with the remedies used at nearly all of the inebriate asylums and be his own physician at his own house, without the necessity, expense and publicity of visiting the Washingtonian Home or any other reformatory institution. His laboratory needs contains only a small quantity of cayenne pepper, a pot of concentrated extract of beef and a few grains of bromide of potassium. When the desire for drink recurs, make a tea from the cayenne pepper, as strong as can be taken with any degree of comfort, sweeten it with milk and sugar, and drink. This tea will supply the same place that a glass of liquor would fill, and will leave no injurious effects behind. Repeat it daily, or so often as the appetite returns. It will be but a few days before the sufferer will have become disgusted with the taste of the pepper, and with the appearance of this disgusting disappears the love of liquor. This fact is proven every day. The extract of beef is to be made into beef tea, according to the directions on the pot, in quantities as may be needed for the time being and furnishes a cheap, easily digestible and healthful nutriment, it being made to "stay on the stomach" when heavier articles of food would be rejected. The bromide of potassium is to be used carefully a drop in cases of extreme nervousness, the dose being from fifteen to twenty grains, dissolved in water. This is a public exhibit of the method of treatment adopted at inebriate asylums. In addition thereto the drinking man should surround himself with influences which tend to make him forget the degrading associates of the barroom and lift him upward. He should endeavor, so far as his business avocations will permit, to sleep, bathe and eat regularly, and obey the ordinary laws of health. By the adoption of this course energetic, lively and sincere, no man who has the will to reform can fail to do so. Hundreds and thousands can attest to the truth of these statements.

J. F. Bailey, who in 1849 held the position of Internal Revenue Collector of the 23d District of New York, and who fled to South America as people supposed to escape punishment for embezzlement, has returned to the United States a free man having made restitution and received pardon from President Grant.

The Security Life Insurance and Annuity Company of New York city is insolvent and has been so for some time past and it will be wound up at once. It is claimed that its affairs are in a lamentable condition. The officers are not charged with misappropriation of funds, but, as the New York Times puts it, "merely with committing perjury in swearing to a falsified statement to sustain a rotten corporation, that they might get it into a state of solvency."

A large illicit whisky still, with a capacity for 1,000 gallons daily, has been seized in New York city by United States Revenue officials. The value of seizure is estimated at \$25,000, exclusive of buildings and land.

Four clergymen who officiated at a recent high-life wedding in New York were paid \$250 each, in gold.

Charles E. Merry has been appointed United States Consul at Rio Grande, Brazil.

During the three months ending December 1st, 206,600 bushels of apples, valued at \$126,700 were exported from Boston, principally to Liverpool.

Enily F. Roberts convicted in Providence of fraudulently obtaining a letter from the Post-office was sentenced to one year in the State Prison.

The bark W. H. Thorndike, 679 tons, cleared at Boston last week for Zanzibar, with a valuable cargo of cotton and other domestics.

The captain of an English ship which recently arrived at Bombay saved his vessel during a hurricane which lasted two days by filling two canvas cloth bags with oil, puncturing each slightly, and then towing them astern. The oil slowly spread over the water, and the huge waves that had been breaking over the vessel, threatening to founder it, spent their force at some distance, while around the vessel there was a large space of calm water.

Capt. Webster of the English steamship Nestor, and formerly captain of the National line steamship England, writes to a friend in Brooklyn that he and all the passengers and crew saw the sea serpent in the Straits of Molacca on the 26th of September. He says it was 500 feet long 50 feet across the back and elevated its head fully 50 to 60 feet out of the water at times.

In Fall River over \$100,000 of taxes for this year remain uncollected, and the city must borrow money to meet expenses.

A dangerous counterfeit half dollar, made of block tin and other metals, which give it the genuine ring and defy acids, is in circulation.

It is estimated that a cargo of ice from Maine to South America will shrink 50 per cent, on the passage.

The total seating and standing capacity of the Moody and Sankey tabernacle in Boston will accommodate 7,000 persons. It will be ready for occupancy in January,

MARRIED

In this city, 19th inst., Mr. Samuel F. Gibson, of East Freetown, to Miss Nancy J. Westgate, of this city; Mr. George A. Payne to Miss Maggie Parkinson; 20th, Mr. Rodolphus W. Swift to Miss Nellie A. Dow, all of this city; Prof. Thomas E. Pope, of Iowa, to Miss Emily O. Gordon, of this city; 21st, Mr. Samuel C. Manchester to Miss Mary A. Stowell, both of this city; Mr. James Allen to Miss Caroline F. Manchester, both of Dartmouth. In Fairhaven, 20th inst., Mr. Amos P. Little, of Keene, N. H., to Miss Anna W. Simmons, of Fairhaven; Mr. George Fenwick Allen to Sarah Elizabeth Dunham, both of Fairhaven. In Westport, 19th inst., Mr. Samuel G. Hicks, of Tiverton, to Miss Rozetta M. Young, of Westport. In Westport Point, 20th inst., Mr. William C. Cornell to Miss Alda T. Brownell, both of Westport.

DIED.

In this city, 21st inst., Charles R. Tucker, in his 63rd year; Susan B., wife of Isaac B. Tompkins, Jr., 25 years and 8 months; Bridget Flaherty, 81; 24, Bradford Mosher, 61. In Westport, 19th inst., Martha, widow of the late Stephen Haskins, in her 91st year. In Boston, 12th inst., Mary J., wife of Capt. David C. Baxter, of Nantucket, 68. In Milis, 11th inst., James Taber, formerly of this city, in his 84th year. In San Francisco, Cal., 10th inst., Thomas F. Mitchell, formerly of Nantucket, 68.

FOR THE AZORES.

THE AT clipper bark MODESTA, will run as a regular packet between Boston and the Azores Islands. For freight and passage apply to CAPT. WILLIAM LEWIS, No. 13 Hamilton Street, New Bedford. MEDINA BROTHERS, No. 39 Lewis Wharf, Boston. MANUEL J. SEQUEIRA, W. I. OR SILVA, CABRAL & CO., St. Michaels, W. I. apl11/76-11

CHARLES T. BONNEY, ATTORNEY AND COUNSELLOR AT LAW AND PROCTOR IN ADMIRALTY. NO. 42 NORTH WATER ST., NEW BEDFORD.

Whaling voyages and maritime claims settled by dispatch. may27-11

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SEXTANTS, QUADRANTS, SEXTANT COMPASSES, &c., repaired in a workmanlike manner. New Bedford, Mass. All orders thankfully received and promptly executed. oct20/74-11

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Prescriptions Prepared only by Competent and Careful Persons, and in all other things it shall be our constant aim to gain the confidence and esteem of our patrons.

MR. ISRAEL H. SHURTLEFF remains with us, and will be pleased to see all his old friends and hosts of new ones at the old stand.

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ESTABLISHED 1841. may77-11

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FALL AND WINTER STYLES
OF CLOTHING, AT
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Overcoats for Boys,
Overcoats for Children,
Reefers for Men,
Reefers for Boys,
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Suits,
AND A LARGE ASSORTMENT OF
CHEAP CLOTHING

For Men and Boys to Select From,
—A T—
Charles Fisher's,
64 PURCHASE STREET,
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OPPOSITE CITY CLOCK.
1877.

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DAILY, SEMI-WEEKLY,
AND WEEKLY.

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There is a growing hope that the reunited country has at last begun the work of reform, and that under the chosen Democratic rule it will be successfully carried on. To strengthen this endeavor, the BOSTON POST, as the representative of Democracy in New England, will give its earnest efforts, confident that the Constitutional principles on which the Republic was founded one hundred years ago are those which will safely carry the nation through the troubles that have gathered about the opening of the second century of its existence.

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PENDULUM PUMP.

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Mr. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of Plumbing on the most reasonable terms. Call at No. 24 William street. jeh75 11

WHALING GUNS.

The subscriber flatters himself that his THOMAS LANCE for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same.

The lances are for sale by the following Agents, and at the manufactory, by J. A. BRAND.

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J. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
F. A. BARKER, Russell, Bay of Islands, New Zealand. feb29/76

LIST OF WHALERS IN PORT. NEW BEDFORD

Ship Daniel Webster.
" Milton, Stivers, North Pacific.
Bark Catalpa.
" Commodore Morris.
" E. Corning.
" Janet.
" Osprey.
Schr. Amelia, Braley, Atlantic, November.
" Golden City.
" Union, Tripp, Atlantic.

Whitman's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING JANUARY 2, 1877

NO. 46.

The Whitemen's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY EBEN. P. RAYMOND,

at South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance.

No paper will be discontinued until

all arrearages are paid, except at the option

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The Shipping List has an extensive cir-

culation in the principal cities and towns

in New England, rendering it a valuable

medium for advertising.

A complete list of American Whaling ves-

sels with the latest report from each, is con-

tained in this paper.

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JOHN GODDARD & CO., 81, Racechurch

Street, London, England. E. C.

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wich Islands.

IMPORTATIONS IN 1876.

Table of Importations, showing the day of

arrival, and the amount of Oil and Whale-

bone brought by each vessel.

Sp. Bls. Bone.

JANUARY.

By Railroad, N. B., 60,403

7 Jos. Nickerson, N. Y., 385

14 Flying Fish, N. B., 372

25 Colon, N. Y., 136

25 Geim, N. B., 81

..... 182 893 72,403

FEBRUARY.

2 Humber, Boston, 70

14 Azor, N. B., 1,185

21 City of Dallas, N. Y., 151

27 Young America, N. B., 2,046

..... 1,406 3,014

MARCH.

30 Bart. Gosnell, N. B., 817

31 A. Blake, Marion, 82

..... 899 353

APRIL.

1 Syren, N. B., 57

1 L. P. Simmons, N. L., 43

7 Europa, N. B., 1,569

15 Helen Mar, N. B., 85

do. on freight, 95

15 Geyser, N. B., 1,645

25 Colon, N. Y., 43

25 Alfred Keen, Boston, 102

25 Desdemona, N. B., 163

25 Crescent City, N. Y., 600

..... 2,674 15,100 14,000

MAY.

1 Arnold, N. B., 606

1 do. on freight, 393

2 Marcella, N. B., 1,093

2 Sarah, N. B., 690

11 C. H. Pigeon, N. B., 210

12 D. A. Cook, N. B., 510

13 Roman, N. L., 40

do. on freight, 40

24 Carondelet, N. Y., 68

24 Stafford, N. B., 373

..... 3,383 3,136

JUNE.

5 Gov. Morton, N. Y., 253

6 E. W. Wood, N. B., 1,632

6 Triton, N. B., 424

14 President, N. B., 58

15 Andes, N. Y., 172

19 Merlin, N. B., 163

21 Crescent City, N. Y., 600

28 Alps, N. B., 159

..... 3,954 3,228 551

JULY.

1 Elvie Allen, N. B., 2,138

3 Matapoliet, N. B., 187

3 Win. & Anthony, N. B., 1,146

Colon, N. Y., 580

Azor, Boston, 510

Eliza Adams, N. B., 1,120

do. on freight, 774

E. B. Phillips, N. B., 401

Ellen Elzaph, N. B., 119

..... 7,329 2,252 1,680

AUGUST.

2 Agate, N. B., 107

2 Amizade, N. B., 58

14 Colon, N. Y., 57

15 E. H. Adams, N. B., 309

17 California, N. B., 1,703

do. on freight, 480

17 By Railroad, N. Y., 22,000

23 W. A. Grozier, Prov'tn, 37

24 Catalpa, N. B., 37

25 N. J. Knight, Prov'tn, 160

25 Mary Frazier, N. B., 108

do. on freight, 291

27 Conine, N. Y., 274

29 E. H. Hatfield, Prov'tn, 194

29 Acapulco, N. Y., 587

..... 5,293 816 22,719

SEPTEMBER.

4 G. M. Parker, N. B., 163

12 Union, N. B., 8

12 Rising Sun, N. B., 98

14 A. Hicks, N. B., 675

15 Wm. Wilson, N. B., 37

15 Rosa Baker, N. B., 316

15 Azor, Boston, 922

15 Arizona, Prov'tn, 143

15 M. E. Simmons, N. B., 172

15 E. B. Cook, N. B., 74

16 Edward Lee, N. B., 167

16 Petrel, N. B., 110

19 Black Hawk, N. Y., 501

22 Colman, E. H., 71

22 Antivort, Prov'tn, 81

22 S. E. Lewis, Boston, 130

22 Crescent City, N. Y., 157

22 Quicksip, N. B., 76

22 Conine, N. Y., 872

24 do. on freight, 24

25 Canina, N. Y., 180

25 Golden City, N. B., 270

..... 5,140 1,061

OCTOBER.

2 Wm. Martin, N. B., 214

4 Louisa, N. B., 222

5 Wave, N. B., 376

8 A. Blake, Marion, 82

10 Colon, N. Y., 37

12 Florence, S. F., 575

12 Selma, N. B., 455

12 Milton, N. B., 1,844

25 A. Tucker, N. B., 388

25 Osprey, N. B., 224

25 Acapulco, N. Y., 1,531

..... 3,844 2,683 1,400

NOVEMBER.

4 Janet, N. B., 29

4 Pacific, N. B., 448

4 do. on freight, 44

6 Mercury, N. B., 911

6 Kate Williams, N. B., 1,083

6 Timandra, S. F., 9,000

IMPORTATIONS—continued.

17 Nile, N. L., 10

do. on freight, 530

15 Acapulco, N. Y., 690

..... 3,215 1,431 22,655

DECEMBER.

By Railroad, N. B., 14,920

13 Nightingale, N. Y., 323

18 Azor, N. B., 1,989

25 Acapulco, N. Y., 180

..... 2,492 377 14,920

WHAT PAYS?

It pays every Manufacturer, Merchant,

Mechanic, Inventor, Farmer, or Profes-

sional man, to keep informed on all the im-

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is instructive, one that fosters a taste for

investigation, and promotes the thought

and encourages discussion among the mem-

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Hope!

Hope is life, and we who living

Have no hope, are as the dead,

Who in gloomy graves are sleeping,

While the sun shines bright o'er head.

'Tis the source of all ambition,

'Tis the life of every scheme,

In it we see the future

Of every prospect, every dream,

Hope will cheer the broken-hearted,

Soothing sorrow, curing pain,

'Tis the star of friends when parted,

For in it they meet again.

It is that which makes the future

Seem a pathway bright and fair;

Lifting off poor weary mortals

From the depths of woe and care,

Hope is God's great gift from Heaven!

Radiance from a higher sphere;

Precious boon, in mercy given,

Helping us to do and bear.

Tracked to His Death.

Fair Haven was a peaceful little fish-

ing hamlet on the rock-bound coast of

Massachusetts. Yet even in this quiet-

looking place, Love and Hatred, Pride

and Jealousy were as actively at work

in men's hearts as in the more crowded

cities.

There is no place so poor but that it

can afford at least one wealthy inhabit-

ant. The magnate of Fair Haven was

Richard Devine. Powerful by reason of

his wealth, he was also universally feared

and hated. Men knew him as a grasping,

close-fisted, and avaricious man. The

women of the place hated him because

of his excessive insolence and freedom of

speech toward them. Still, as Devine

owned the greater part of the houses in

which they lived, and as he was quick to

avenge any fancied insult, they bore it

SEAFARING MEN WILL DO WELL TO CALL AT SANDERS' STAR CLOTHING HOUSE!

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Before Purchasing any Clothing.

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trading at this Store.

REMEMBER THE NUMBER AND STREET.

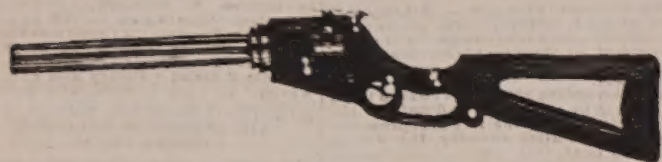
CUT THIS OUT AND SAVE IT.

SANDERS' STAR CLOTHING HOUSE

108 & 112 Union Street, New Bedford, Mass.

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Bomb Guns and Lances

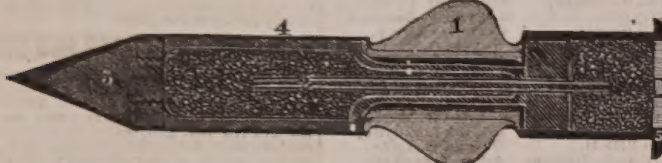


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TEN TIMES A MINUTE.

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spect. Garments of all kinds made to order in the best style, and warranted to set, at
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of the same.

LEANDER BRIGHTMAN.

FREDERICK B. BRIGHTMAN.

J. & W. R. WING & CO.

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order in Garments a
la mode for customers.



READY MADE CLOTHING.
HATS AND CAPS.
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING, HIRAM W. WENTWORTH.
WILLIAM R. WING.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING —AND— FURNISHING GOODS.

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade

The business hereafter will be conducted under the style of DOANE & Co.

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE.

J. H. J. DOANE.

MOSES C. SWIFT,



NO. 1281-2 UNION STREET, NEW BEDFORD.
CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE.

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods.

FOREIGN HOUSES.

BARBADOS, West India.

W. P. LEACOCK & CO.,

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to
owners, agents and masters of whaling
vessels, that they have succeeded in getting
the tonnage duty removed from whaling
vessels visiting this port for the purpose of
shipping their oil. They are now allowed to
ship whatever quantity of oil they may
desire on payment of twenty-four cents per
barrel of 31½ gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was
formerly imposed.

The expenses attendant on shipment of
oil at this port are as follows:
A package duty of twenty-four cents per
barrel. Harbor dues, \$3; Anchorage fee,
\$2; Bond at Custom House, \$3; and a Har-
bor Police Fee, as follows, viz:—Vessels not
exceeding 100 tons, \$2; not exceeding 200
tons, \$2.50; not exceeding 300 tons, \$3; ex-
ceeding 300 tons and upwards, \$4.

They still continue, as heretofore to supply
stores, and negotiate drafts on the same
favorable terms; as well as receive and
ship home oil at the rate of One Dollar and
Twenty-Five cents per barrel, (delivered at
New York or Boston) free of all other charges
except insurance, which will be collected on
the most favorable terms when required.

Masters of whaling vessels when coming
into the harbor are particularly cautioned
against accepting the services of any per-
son offering themselves as Pilots, as there
are none licensed by the Government, and
none needed, there being no obstructions
in the Bay.

On coming to anchor, masters are
also informed that the middle part of Car-
le Bay, from the Northerly to a Southerly
direction, between Needham's Point Buoy,
and Pelican Reef, (on the latter of which a
large wooden Lazzaretto is erected,) is of
great depth, varying from 20 to 30 fathoms,
and by running well past the Buoy to the
leeward of the shipping in the lower part
of the Bay, they will find good bottom at
from 5 to 8 fathoms.

There is now no direct communication
with this place and the United States by
mail.

Masters of vessels calling off the Harbor
and not wishing to anchor may obtain their
letters by coming on shore in a boat, after
having been first boarded by the Health
Officer—and will only incur the expense of
that officer's fee—\$1.

New Bedford papers always on file for in-
spection.

W. P. LEACOCK & CO.

Boston, Clinton, Fitchburg &
New Bedford R. R.



BOSTON, TAUNTON, PROVIDENCE,

—AND—
MARTHA'S VINEYARD.

On and after Monday September 4th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, For

Boston, via Boston and Providence Rail-
way, at 7.30, and 10.25 A. M., and 3.40 P. M.
Return, 7.30 and 11.10 A. M., and 4.35 P. M.

Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.

Providence, at 7.30, and 10.25 A. M., and
3.40 P. M. Return, 8.00 and 10.50 A. M., and
4.40 P. M.

Taunton, at 7.30, 8.00 and 10.25 A. M., and
3.40 P. M. Return, 9.00 A. M., and 12.10 and
5.45 P. M. Dean street station, 4.20 P. M.

Fitchburg, at 7.30, 8.00 and 10.25 A. M., and
3.40 P. M. Return, 9.20 A. M., and 12.25, 4.40
and 6.00 P. M.

Howland, at 8.00 A. M., and 3.40 P. M.
Return, 9.25 A. M., and 6.10 P. M.

East Freeport, at 7.30 A. M., and 3.40
P. M. Return, 9.30 A. M., and 6.15 P. M.

Brady's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.35 A. M., and 6.20 P. M.

Acushnet, at 7.30 and 10.25 A. M., and 3.40
P. M. Return, 9.45 A. M., and 5.25 P. M.

Wareham, via Mansfield and South Fran-
cingham, at 10.25 A. M., and 3.40 P. M.

Lowell, at 10.25 A. M., and 3.40 P. M.

Fitchburg, at 10.25 A. M., and 3.40 P. M.

Fall River, at 7.30, and 10.25 A. M., and
3.40 P. M. Return, 8.00, 11.20 A. M., and 3.15
and 4.17 P. M.

Newport, at 7.30 and 10.25 A. M., and 3.40
P. M. Return, 7.30 and 10.40 A. M., and 2.30
and 3.45 P. M.

New York, via SHORE LINE, at 7.30 and
10.25 A. M. Return, 8.00 A. M., and 10.00
P. M.

New York, via STONINGTON, at 3.40 P. M.

LEAVE TAUNTON, For

Boston, at 8.00, 9.40 and 11.10 A. M., and 4.30
P. M. Return, 7.30 and 11.10 A. M., 2.00,
4.30 and 5.30 P. M.

Providence, at 8.10 and 11.15 A. M., and
1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
and 10.50 A. M., and 4.40, and 6.20 P. M.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, For

Boston, Middleborough, Bridgewater at
7.24 A. M., and 2.40 P. M.

Mattapoisett, at 7.24 A. M., 2.40 and 4.40
P. M.

Marion, at 7.24 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.24 A. M., 2.40 and 4.40 P. M.

Cape Cod, at 7.24 A. M., and 4.40 P. M.

Nantucket, Mondays, Tuesdays, Thursdays
and Saturdays, at 7.24 A. M.

Plymouth, at 2.40 P. M.

LEAVE BOSTON, via OLD COLONY Railway,
at 8.00 A. M., and 4.00 P. M.

LEAVE SANDWICH at 7.50 A. M., and 2.07
P. M.

LEAVE HYANNIS, at 7.50 A. M., and 2.07
P. M.

LEAVE TREMONT, at 10.00 A. M., 3.55 and
5.40 P. M.

LEAVE MARION, at 10.15 A. M., 4.15 and 5.52
P. M.

LEAVE MATTAPOISETT, at 10.25 A. M., 4.25
and 6.04 P. M.

Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston

WARREN LADD, Asst. Supt.

Sept. 4, 1876.

HATCH & CO.'S EXPRESS,

Established in 1840.

The subscribers have formed a
partnership in the Express business under the
name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office
No. 142 Union street, daily, (Sundays excepted)
for Boston, Providence, Taunton and way
stations at 6.45 and 7.15 A. M. Mid-day Ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 3.40 P. M.

This Express so long and favorably known
to the public, now offers superior facilities
to persons wishing to transact business
in the principal cities and towns in the Uni-
ted States and Canada.

Specie, Bank Notes, and other valuables,
safely transported and Notes, Drafts, Bills
of Exchange, &c., promptly collected. Goods of
all descriptions forwarded with despatch.

This Express connects with steamer Mon-
ohannett for Wood's Hole, (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).

H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.

OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk street, opposite the Old
South Church.

Providence, 34 Dorrance street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union street.

A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.

New Bedford, May 20, 1876.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York
Steamship Line.

Leaves New Bedford and
New York daily as per
advertised time of that
line.

A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.

Offices:—In New York, at 105 Wall
street No. 315 Canal Street, corner of
Church; and For 39 East River, New York
Bedford, at No. 19 Commercial Wharf.

Order box can be found at Lawton's Drug
Store, corner Fur House and Union Streets.

MARTHA'S VINEYARD.

WOODS HOLE, FALMOUTH HEIGHTS.

VINEYARD HAVEN, VINEYARD

HIGHLANDS, OAK BLUFFS,

AND EDGARTOWN.

FALL ARRANGEMENT.

The steamers Martha's

Vineyard, Capt. Benja-

C. Crumwell, or Mon-

ahett, Capt. Charles C.

Smith, will run between New Bedford and
Edgartown, on and after MONDAY Septem-
ber 4th, leaving Edgartown daily at 7.15 A.
M., making close connections with the
trains for Boston, Providence, New York &c.

Returning, leave New Bedford at 1.00 P. M.
being the hour of the arrival of the mid-day
trains from Boston, Providence &c.

All freight for these steamers must be de-
livered on the wharf 30 minutes before the
advertised time of leaving.

Passengers for Falmouth Heights leave at
Wood's Hole.

Applications for towing vessels, or any
other information, may be made to the cap-
tain on board, or to

ANDREW G. PIERCE, Agent,
Over Merchant's National Bank.

SEND 25c. to G. P. ROWELL & CO., New

York, for Pamphlet of 100 pages, con-
taining lists of 3,000 newspapers, and es-
timates showing cost of advertising.

\$5 to \$20 per day at home. Samples
and, M. also. \$1 free STINSON & Co., Port
1y meh776

BOSTON WEEKLY JOURNAL
FOR 1877.

ESTABLISHED IN 1833.

THE NEWSPAPER OF NEW ENGLAND.

For forty-three years it has been
honored with the patronage of the in-
telligent people of the East, and its
popularity and consideration is
derived from the fact that its oldest
readers are its warmest friends.

THE BOSTON WEEKLY JOURNAL is
widely known, and there are few fami-
lies in this section which are not familiar
with its general features. It is in the best
sense

A Newspaper for Home Reading.

Its editors aim at presenting a sheet
which shall carry to all classes of society
a report of the CURRENT EVENTS OF THE
WEEK. To accomplish this end the great-
est care is taken to carefully glean what is
still being overlooked or novel, and to bring
the intelligence down to the hour, and to
press, thus making it to the thousands
SUBSTITUTE FOR A DAILY PAPER. Its
thirty-six long columns are filled with
reading matter, which contains editorially
upon public, social, political, and
scientific topics, telegraphic news from all
parts of the country, reports of meetings,
correspondence, market reports, agricul-
tural news, the state of the money market,
upon which, whatever the influence is, is
in the world that sensible men and women
wish to know. We shall commence early
in February the publication of

A NEW ENGLAND STORY.

Written expressly for THE WEEKLY JOUR-
NAL by EDWARD KING.

Mr. King has become familiarly known to
the readers of the Journal from the atten-
tive personal which has been given to his
letters from the Centennial Exhibition and
from his letters from Europe, which have
appeared in its columns. He will also
send from Europe letters of interest during
the year 1877. The story which Mr. King
will contribute promises to add to his fame
as a writer in a field of literature which is
not new to him. The title of the story is

HELEN'S BATTLE.

HEARTS AND SOULS IN CHANSETOWN.

A Story of New England Life to-day.

The story will be commenced in the col-
umns of THE WEEKLY JOURNAL in Febru-
ary, and will be continued through the
greater part of the year. The scene is laid
in New England, and the characters por-
trayed are almost without exception drawn
from life. The story abounds in exciting
incidents and in vivid descriptions of ty-
pical and characteristic events.

WHALEMEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT

JANUARY 2, 1877.

VESSELS NAME.	UN	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.
NEW BEDFORD.						
A R Tucker, bark.	145	Baker.	Joseph & William R Wing.	December...12, 76	Atlantic Ocean.	No date, at sea, lat 40 N, lon 43 W.
Abbie Bradford, bark.	150	Fisher.	Joseph & William R Wing.	October...26, 76	Pacific Ocean.	May 31, 76, at sea, lat 40 N, lon 43 W.
Abbot Lawrence, bark.	151	Russell.	Jonathan Bourne.	April...20, 76	Atlantic Ocean.	November 4, 76, sailed from Fayal.
Alfred Gibbs, bark.	152	Snell.	Jonathan Bourne.	August...25, 76	Hudson's Bay.	November 15, 76, at St Helena.
A Houghton, bark.	153	Sinclair.	John T Richardson.	May...15, 76	Pacific Ocean.	October 10, 76, sailed from Fayal.
Alaska, bark.	154	Fisher.	Jonathan Bourne.	June...1, 76	Pacific Ocean.	October 10, 76, sailed from Fayal.
Amelia, bark.	155	Brady.	Loring Brady.	December...27, 76	Atlantic Ocean.	October 10, 76, sailed from Fayal.
Arnold, bark.	156	Howland.	Louisa Howland.	July...1, 76	Atlantic Ocean.	October 10, 76, sailed from Fayal.
Atlanta, bark.	157	Wing.	Joseph & William R Wing.	August...1, 76	Atlantic Ocean.	May 29, 76, off New Ireland.
Arvola, bark.	158	Bourne.	John P Knowles, 2d.	July...1, 76	Indian Ocean.	
Bar Gonsold, bark.	159	Robinson.	Charles R Tucker & Co.	May...23, 76	Atlantic Ocean.	September 16, 76, at sea, no lat &c.
Bonville, bark.	160	Lucas.	Gifford & Cummings.	September...13, 76	Pacific Ocean.	October 24, 76, at sea, lat 10, lon 25.
California, bark.	161	Craw.	Taber, Gordon & Co.	November...30, 76	Pacific Ocean.	September 5, 76, sailed from Mahe.
Canton, bark.	162	Brightman.	Charles R Tucker & Co.	November...8, 76	Pacific Ocean.	November 25, 76, sailed from Teneriffe.
Catalpa, bark.	163	Sherman.	Charles R Tucker & Co.	December...8, 74	Indian Ocean.	September 21, 76, in King George's Sound.
Chatham, bark.	164	Joseph & William R Wing.	John T Richardson.	In port.	Atlantic Ocean.	Arrived August 24, 76, 40 sperm.
Cleto, bark.	165	Foster.	John P Knowles, 2d.	September...25, 76	Atlantic Ocean.	June 15, 76, sailed from Fayal.
Cleone, bark.	166	Day.	Swift & Allen.	September...5, 76	Atlantic Ocean.	November 16, 76, at sea, lat 30 N, lon 24 W.
Com Morris, bark.	167	Marvin.	Swift & Allen.	May...23, 76	North Pacific Ocean.	August 22, 76, sailed from Fayal.
Coral, bark.	168	Marvin.	Taber, Gordon & Co.	In port.	Pacific Ocean.	Arrived September 24, 76, 850 sperm.
Daniel Webster.	169	Swift & Perry.	George & Matthew Howland.	December...4, 72	Pacific Ocean.	August 5, 76, at Tahiti, in distress.
Denomona, bark.	170	Vincent.	Jonathan Bourne.	In port.	Atlantic Ocean.	Arrived May 2, 72, 85 sperm 300 whale.
Draco, bark.	171	Peaks.	Jonathan Bourne.	July...20, 76	Atlantic Ocean.	October 3, 76, sailed from Fayal.
E H Adams, bark.	172	Francis.	John McCullough.	July...1, 76	Atlantic Ocean.	November 2, 76, at St Helena.
E J Phillips, bark.	173	Francis.	John McCullough.	In port.	Atlantic Ocean.	Arrived September 4, 76, 470 sperm.
Eliza, bark.	174	Francis.	Jonathan Bourne.	May...28, 74	Pacific Ocean.	December 7, 76, at San Francisco.
Eliza Adams.	175	Francis.	Jonathan Bourne.	September...6, 76	Atlantic Ocean.	November 1, 76, sailed from Fayal.
Emma C Jones.	176	Francis.	Jonathan Bourne.	June...1, 76	Pacific Ocean.	November 3, 76, at sea, lat 23 N, lon 24 W.
E H Adams, bark.	177	Francis.	Jonathan Bourne.	October...1, 76	Pacific Ocean.	November 7, 76, at San Francisco.
Europa, bark.	178	Francis.	Jonathan Bourne.	September...12, 76	Pacific Ocean.	October 30, 76, at Talcahuano.
Falcon, bark.	179	Francis.	Jonathan Bourne.	October...26, 76	Pacific Ocean.	November 20, 76, sailed from Madeira.
Franklin, bark.	180	Francis.	Jonathan Bourne.	June...1, 76	Pacific Ocean.	July 21, 76, at Tongataboo.
General Scott, bark.	181	Francis.	Jonathan Bourne.	July...1, 76	Pacific Ocean.	September 20, 76, at sea, no lat &c.
George & Mary, bark.	182	Francis.	Jonathan Bourne.	May...14, 76	Atlantic Ocean.	November 16, 76, sailed from Teneriffe.
Golden City, bark.	183	Francis.	Jonathan Bourne.	September...17, 74	Atlantic Ocean.	October 31, 76, at St Helena.
Greyhound, bark.	184	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	Arrived September 29, 76, 260 sperm.
Helen Mar, bark.	185	Francis.	Jonathan Bourne.	October...30, 76	Atlantic Ocean.	October 29, 76, on Coast of Arabia.
Hercules, bark.	186	Francis.	Jonathan Bourne.	July...1, 76	Atlantic Ocean.	September 15, 76, sailed from Fayal.
Hope Oak, bark.	187	Francis.	Jonathan Bourne.	October...19, 76	Indian Ocean.	September 11, 76, at Patia.
Hunter, bark.	188	Francis.	Jonathan Bourne.	November...24, 76	Atlantic Ocean.	September 14, 76, at sea, no lat &c.
James Arnold.	189	Francis.	Jonathan Bourne.	September...29, 76	Pacific Ocean.	June 18, 76, at sea, no lat &c.
Janet, bark.	190	Francis.	Jonathan Bourne.	June...3, 74	Pacific Ocean.	November 15, 76, at Bay of Islands.
Jawa, bark.	191	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	Arrived November 4, 76, 30 sperm.
Jeha, bark.	192	Francis.	Jonathan Bourne.	July...20, 76	Atlantic Ocean.	November 6, 76, at Fayal.
Jeha Perry.	193	Francis.	Jonathan Bourne.	October...3, 72	North Pacific Ocean.	November 16, 76, at San Francisco, clean.
John Carver, bark.	194	Francis.	Jonathan Bourne.	September...27, 76	Indian Ocean.	September 29, 76, at sea, no lat &c.
John Dawson, bark.	195	Francis.	Jonathan Bourne.	June...1, 76	Pacific Ocean.	October...76, off Gallapagos Islands.
John Houghton, bark.	196	Francis.	Jonathan Bourne.	November...25, 76	Indian Ocean.	August 8, 76, off Mahe.
John P West, bark.	197	Francis.	Jonathan Bourne.	May...4, 76	Pacific Ocean.	November 20, 76, sailed from Tumbes, home.
John W Whitcomb, bark.	198	Francis.	Jonathan Bourne.	July...19, 76	Pacific Ocean.	November 16, 76, sailed from Teneriffe.
Kathleen, bark.	199	Francis.	Jonathan Bourne.	July...19, 76	Indian Ocean.	September 25, 76, sailed from Fayal.
Laetitia, bark.	200	Francis.	Jonathan Bourne.	October...11, 76	Indian Ocean.	November 8, 76, at St Helena.
Lagoda, bark.	201	Francis.	Jonathan Bourne.	May...30, 76	Indian Ocean.	September 29, 76, sailed from Teneriffe.
Lancet, bark.	202	Francis.	Jonathan Bourne.	July...21, 76	Pacific Ocean.	July 14, 76, at sea, no lat &c.
Lancet, bark.	203	Francis.	Jonathan Bourne.	June...15, 76	Atlantic Ocean.	November 17, 76, at Teneriffe.
Lancet, bark.	204	Francis.	Jonathan Bourne.	August...7, 76	Atlantic Ocean.	September 1, 76, on Mahe Banks.
Lancet, bark.	205	Francis.	Jonathan Bourne.	August...7, 76	Atlantic Ocean.	October 10, 76, sailed from Fayal.
Lancet, bark.	206	Francis.	Jonathan Bourne.	June...18, 74	Pacific Ocean.	September 26, 76, at Bravo.
Lancet, bark.	207	Francis.	Jonathan Bourne.	August...1, 76	Indian Ocean.	October 15, 76, off Juan Fernandez.
Lancet, bark.	208	Francis.	Jonathan Bourne.	July...1, 74	Pacific Ocean.	October 16, 76, at San Francisco.
Lancet, bark.	209	Francis.	Jonathan Bourne.	August...7, 76	Atlantic Ocean.	October 16, 76, sailed from Teneriffe.
Lancet, bark.	210	Francis.	Jonathan Bourne.	December...14, 76	North Pacific Ocean.	November 8, 76, at Fayal.
Lancet, bark.	211	Francis.	Jonathan Bourne.	November...27, 76	Indian Ocean.	October 3, 76, sailed from Fayal.
Lancet, bark.	212	Francis.	Jonathan Bourne.	December...28, 76	North Pacific Ocean.	No date, at sea, no lat &c.
Lancet, bark.	213	Francis.	Jonathan Bourne.	July...11, 76	Indian Ocean.	November 26, 76, at San Francisco.
Lancet, bark.	214	Francis.	Jonathan Bourne.	November...13, 76	Pacific Ocean.	October 11, 76, at Valparaiso.
Lancet, bark.	215	Francis.	Jonathan Bourne.	July...9, 72	North Pacific Ocean.	October 30, 76, at Talcahuano.
Lancet, bark.	216	Francis.	Jonathan Bourne.	July...13, 74	Pacific Ocean.	September 4, 76, at sea, no lat &c.
Lancet, bark.	217	Francis.	Jonathan Bourne.	August...25, 74	Pacific Ocean.	November 13, 76, at Honolulu.
Lancet, bark.	218	Francis.	Jonathan Bourne.	October...17, 74	Pacific Ocean.	October 24, 76, at San Francisco.
Lancet, bark.	219	Francis.	Jonathan Bourne.	October...10, 71	Pacific Ocean.	October 21, 76, sailed from St Helena.
Lancet, bark.	220	Francis.	Jonathan Bourne.	July...21, 74	Pacific Ocean.	October 5, 76, sailed from Teneriffe.
Lancet, bark.	221	Francis.	Jonathan Bourne.	May...9, 76	Atlantic Ocean.	November 8, 76, at Fayal.
Lancet, bark.	222	Francis.	Jonathan Bourne.	July...20, 76	Pacific Ocean.	November 1, 76, at San Jose.
Lancet, bark.	223	Francis.	Jonathan Bourne.	July...20, 76	Pacific Ocean.	Arrived October 29, 76, 220 sperm.
Lancet, bark.	224	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	November 5, 76, at St Helena.
Lancet, bark.	225	Francis.	Jonathan Bourne.	December...13, 76	North Pacific Ocean.	October 22, 76, sailed from St Michaels.
Lancet, bark.	226	Francis.	Jonathan Bourne.	November...6, 76	Atlantic Ocean.	August 29, 76, at sea, no lat &c.
Lancet, bark.	227	Francis.	Jonathan Bourne.	April...15, 76	Atlantic Ocean.	August 29, 76, at sea, no lat &c.
Lancet, bark.	228	Francis.	Jonathan Bourne.	July...7, 74	Indian Ocean.	October 19, 76, sailed from Teneriffe.
Lancet, bark.	229	Francis.	Jonathan Bourne.	November...19, 76	Atlantic Ocean.	September 16, 76, at sea, no lat &c.
Lancet, bark.	230	Francis.	Jonathan Bourne.	April...19, 76	Atlantic Ocean.	October 19, 76, sailed from Teneriffe.
Lancet, bark.	231	Francis.	Jonathan Bourne.	October...28, 76	Indian Ocean.	September 16, 76, at sea, no lat &c.
Lancet, bark.	232	Francis.	Jonathan Bourne.	July...26, 76	Atlantic Ocean.	October 19, 76, sailed from Teneriffe.
Lancet, bark.	233	Francis.	Jonathan Bourne.	April...29, 76	Atlantic Ocean.	September 16, 76, at sea, no lat &c.
Lancet, bark.	234	Francis.	Jonathan Bourne.	November...16, 76	North Pacific Ocean.	November 12, 76, at Hobart Town.
Lancet, bark.	235	Francis.	Jonathan Bourne.	January...21, 76	North Pacific Ocean.	December 27, 76, at sea, lat 29 07, lon 65.
Lancet, bark.	236	Francis.	Jonathan Bourne.	July...14, 76	Atlantic Ocean.	
Lancet, bark.	237	Francis.	Jonathan Bourne.	June...20, 76	Atlantic Ocean.	
Lancet, bark.	238	Francis.	Jonathan Bourne.	April...27, 76	Atlantic Ocean.	
Lancet, bark.	239	Francis.	Jonathan Bourne.	October...2, 76	Pacific Ocean.	
Lancet, bark.	240	Francis.	Jonathan Bourne.	June...1, 76	Pacific Ocean.	
Lancet, bark.	241	Francis.	Jonathan Bourne.	September...7, 76	Pacific Ocean.	
Lancet, bark.	242	Francis.	Jonathan Bourne.	November...9, 76	Atlantic Ocean.	
Lancet, bark.	243	Francis.	Jonathan Bourne.	July...17, 76	Atlantic Ocean.	
Lancet, bark.	244	Francis.	Jonathan Bourne.	May...27, 74	Pacific Ocean.	
Lancet, bark.	245	Francis.	Jonathan Bourne.	July...6, 76	Atlantic Ocean.	
Lancet, bark.	246	Francis.	Jonathan Bourne.	July...20, 76	Atlantic Ocean.	
Lancet, bark.	247	Francis.	Jonathan Bourne.	April...18, 76	Atlantic Ocean.	
Lancet, bark.	248	Francis.	Jonathan Bourne.	August...6, 76	Atlantic Ocean.	
Lancet, bark.	249	Francis.	Jonathan Bourne.	October...12, 76	North Pacific Ocean.	
Lancet, bark.	250	Francis.	Jonathan Bourne.	August...29, 76	Atlantic Ocean.	
Lancet, bark.	251	Francis.	Jonathan Bourne.	May...2, 76	Atlantic Ocean.	
Lancet, bark.	252	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	253	Francis.	Jonathan Bourne.	November...3, 74	Pacific Ocean.	
Lancet, bark.	254	Francis.	Jonathan Bourne.	November...15, 76	Atlantic Ocean.	
Lancet, bark.	255	Francis.	Jonathan Bourne.	July...8, 76	Atlantic Ocean.	
Lancet, bark.	256	Francis.	Jonathan Bourne.	July...1, 76	Atlantic Ocean.	
Lancet, bark.	257	Francis.	Jonathan Bourne.	November...14, 76	Atlantic Ocean.	
Lancet, bark.	258	Francis.	Jonathan Bourne.	December...1, 76	Atlantic Ocean.	
Lancet, bark.	259	Francis.	Jonathan Bourne.	December...12, 76	Atlantic Ocean.	
Lancet, bark.	260	Francis.	Jonathan Bourne.	November...27, 76	Atlantic Ocean.	
Lancet, bark.	261	Francis.	Jonathan Bourne.	September...6, 76	Pacific Ocean.	
Lancet, bark.	262	Francis.	Jonathan Bourne.	July...22, 76	Pacific Ocean.	
Lancet, bark.	263	Francis.	Jonathan Bourne.	October...18, 76	Indian Ocean.	
Lancet, bark.	264	Francis.	Jonathan Bourne.	June...20, 76	Indian Ocean.	
Lancet, bark.	265	Francis.	Jonathan Bourne.	October...25, 76	Indian Ocean.	
Lancet, bark.	266	Francis.	Jonathan Bourne.	November...3, 75	Atlantic Ocean.	
Lancet, bark.	267	Francis.	Jonathan Bourne.	October...25, 76	Atlantic Ocean.	
Lancet, bark.	268	Francis.	Jonathan Bourne.	August...12, 74	Atlantic Ocean.	
Lancet, bark.	269	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	270	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	271	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	272	Francis.	Jonathan Bourne.	May...11, 76	Atlantic Ocean.	
Lancet, bark.	273	Francis.	Jonathan Bourne.	October...10, 76	Atlantic Ocean.	
Lancet, bark.	274	Francis.	Jonathan Bourne.	January...2, 76	Atlantic Ocean.	
Lancet, bark.	275	Francis.	Jonathan Bourne.	May...1, 76	Atlantic Ocean.	
Lancet, bark.	276	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	277	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	278	Francis.	Jonathan Bourne.	December...15, 76	Atlantic Ocean.	
Lancet, bark.	279	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	280	Francis.	Jonathan Bourne.	April...20, 76	Atlantic Ocean.	
Lancet, bark.	281	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	282	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	283	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	284	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	285	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	286	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	287	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	288	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	289	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	290	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	291	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	292	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	293	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	294	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	295	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	296	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	297	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	298	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	299	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	
Lancet, bark.	300	Francis.	Jonathan Bourne.	In port.	Atlantic Ocean.	

LATEST REPORT.	All			t'd on
	sp.	wh.	sp.	
No date, at sea, no lat &c.	230	80	230	
May 31, 76, at sea, lat 40 N, lon 43 W.	320	600	320	
November 4, 76, sailed from Fayal.	360	600	360	
November 15, 76, at St Helena.	360	600	360	
October 10, 76, sailed from Flores.	280			
October 3, 76, sailed from Fayal.	450			
October 10, 76, sailed from Fayal.	450			
May 29, 76, off New Ireland.	450		450	
September 16, 76, at sea, no lat &c.	380		180	
October 10, 76, at sea, lat 10, lon 25.	160		160	
September 5, 76, sailed from Mahe.	160		160	
November 25, 76, at Pico.	900	10	900	
September 21, 76, in King George's Sound.	900	10	900	
Arrived August 24, 76, 40 sperm.	470			
June 15, 76, sailed from Fayal.	160		160	
November 16, 76, at sea, lat 30 N, lon 24 W.	160		160	
August 22, 76, sailed from Fayal.	430		450	
Arrived September 24, 76, 850 sperm.	630	1320	180	
August 5, 76, at Tahiti, in distress.	630	1320	180	
Arrived May 2, 72, 85 sperm 300 whale.				
October 3, 76, sailed from Fayal.	20			
November 2, 76, at St Helena.	180	700	95	
Arrived September 4, 76, 470 sperm.				
December 5, 76, at San Francisco.	200		150	
November 1, 76, sailed from Fayal.	125			
November 10, 76, at Panama.	980			
November 5, 76, sailed from Mahe.	150			
November 7, 76, at Fayal.	150			
October 30, 76, at Talcahuano.	450		450	
November 20, 76, sailed from Madeira.				
July 21, 76, at Tongataboo.	600		340	
September 16, 76, at sea, no lat &c.	260			
November 16, 76, sailed from Teneriffe.	1250	1250	90	
October 31, 76, at St Helena.	700			
Arrived September 29, 76, 260 sperm.			350	
October 29, 76, on Coast of Arabia.	700	15		
September 4, 76, at Fayal.	400		400	
September 15, 76, sailed from Fayal.	400		400	
September 11, 76, at Paita.	100	340	100	
June 18, 76, at sea, no lat &c.	340		340	
November 15, 76, at Bay of Islands.	1000		700	
Arrived November 4, 76, 30 sperm.				
November 6, 76, at Fayal.	330	3200	260	
November 16, 76, at San Francisco, clear.	635		76	
September 28, 76, at sea, no lat &c.	250	80	190	
October —, 76, off Gallapagos Islands.	190			
August 8, 76, off Mahe.	120			
October 29, 76, sailed from Tumbes, home.	1050		550	
November 26, 76, at Paita.	12		12	
September 25, 76, sailed from Fayal.	440		225	
November 8, 76, at St Helena.	450		450	
October 29, 76, on Coast of Arabia.	160			
September 29, 76, sailed from Teneriffe.	1130	250	1100	
July 14, 76, at sea, no lat &c.	570			
November 17, 76, at Teneriffe.	640	900	500	
October 29, 76, at Talcahuano, clear.	1150		160	
November 2, 76, sailed from St Helena.	1275	75	550	
October 15, 76, off Juan Fernandez.	80			
October 16, 76, sailed from Teneriffe.	80			
November 8, 76, at Fayal.	190		770	
October 3, 76, sailed from Fayal.	1030		560	
No date, at sea, no lat &c.	250	2235		
November 26, 76, at San Francisco.	600		600	
October 11, 76, at Valparaiso.	1780		1740	
October 30, 76, at Talcahuano.	1400	550	370	
September 4, 76, at sea, no lat &c.	430	4650	700	
November 13, 76, at Honolulu.	1320		700	
October 21, 76, sailed from St Helena.	100			
October 5, 76, sailed from Teneriffe.	970		100	
November 1, 76, at San Jose.	170	220	100	
Arrived October 26, 76, 220 sperm.				
November 6, 76, at St Helena.	750			
October 22, 76, sailed from St Michaels.	600		620	
August 29, 76, at sea, no lat &c.	600	200	620	
September 28, 76, at sea, lat 16 35 N, lon 28 32.	200		200	
August 29, 76, at sea, no lat &c.	30		30	
October 19, 76, sailed from Teneriffe.	600		60	
September 16, 76, at sea, no lat &c.				
November 12, 76, at Honolulu.	185	1000		
October 30, 76, sailed from St Helena.	170	250	70	
October 31, 76, sailed from Teneriffe.	600			
October 24, 76, at sea, no lat &c.	400	20		
October 7, 76, sailed from Teneriffe.	175	378		
November 15, 76, at Tumbes.	650	70	200	
October 30, 76, at Teneriffe.	30			
September 29, 76, at San Francisco.	75			
November 4, 76, sailed from Teneriffe.	750	200		
April 29, 76, at Menado.	430			
October 20, 76, sailed from Teneriffe.	420		90	
November 7, 76, sailed from Teneriffe.				
July 12, 76, at Hobart Town.	1000	300		
Arrived July 30, 76, 110 sperm 220 whale.	30	1700	30	
October 25, 76, at sea, no lat &c.	125		125	
October 13, 76, sailed from Teneriffe.	280			
Arrived September 12, 76, 7 sperm 7 whale.	600	475		
September 22, 76, at sea, no lat &c.	600			
October 16, 76, sailed from St Michaels.	190			
No date, at sea, no lat &c., 600 blbs.	75	425	75	
November 27, 76, at sea, lat 29 07, lon 65.				
No date, at Bravo.				
August 3, 76, at Chesterfield Reef.	600	220	120	
Arrived July 30, 76, 110 sperm 220 whale.				
October 3, 76, sailed from Fayal.	130		50	
October 31, 76, at St Michaels.	480			
November 16, 76, at Teneriffe.	600	80		
Arr at N Bedford Aug 2, 76, 200 sperm 100 wh.			30	
October 21, 76, sailed from Teneriffe.				
Arrived September 22, 76, 80 sperm.				
October 16, 76, sailed from St Michaels.				
November 4, 76, sailed from Teneriffe.				
October 10, 76, sailed from St Michaels.				
November 18, 76, at Teneriffe.				
Arrived at New Bedford Aug 16, 76, 300 sperm				
Arrived September 16, 76, 180 whale.				
Arrived July 30, 76, 110 sperm 220 whale.				
October 6, 76, sailed from St Michaels.				
Arrived at N Bedford Sept 4, 76, 165 sp 200 wh.				
October 19, 76, sailed from Teneriffe.				
Arrived September 15, 76, 75 sperm 200 whale				
Arrived September 15, 76, 150 sperm 200 whale				
Arrived August 25, 76, 160 sperm 125 whale.				
Arrived September 22, 76, 75 sperm 15 whale.				
Arr at N Bedford Sept 12, 76, 100 sperm 200 wh				
Arrived August 20, 76, 300 sperm 30 wh.				
November 1, 76, sailed from St Michaels.	600	10	150	
Arrived November 7, 76, 150 sperm 200 whale.				
Arr at N Bedford October 4, 76, 250 sperm.				
Arr at N Bedford Sept 14, 76, 310 sperm.				
Arrived October 2, 76, 225 sperm.				
No date, at Desolation.	240			
September 13, 76, at Korguelan Island.	810			
August 23, 76, at Bravo.				
March 6, 76, at Sandy Point.				
October 10, 76, at San Francisco.				
October 10, 76, in Cumberland Inlet.	1450			
October 16, 76, in Cumberland Inlet.	250			
July 24, 76, at Bravo.				
Arrived November 7, 76, 550 whale.				
No date, at Desolation.	300			
July 21, 76, at Bravo.				
September —, 76, off Panama.	885	2700		

The Whalemens Shipping List,

NEW BEDFORD.
TUESDAY MORNING, JAN. 2, 1877.

IMPORTS				
	Bls.	sp.	wh.	bone.
Of Sperm and Whale Oil and Whalebone into the United States, for the week ending January 1, 1877:				
New York.	180	377		
Steamer Acapulco,	180	377		
Total.	180	377		
Previously,	39,390	32,832	130,235	
From Jan. 1, to date,	46,170	33,200	130,235	
Same time last year,	45,473	34,750	400,247	

Exports for the week ending December 25, 1876: sp. wh. bone. Previously, 25,763 13,356 133,424 From Jan. 1 to date, 23,763 10,356 133,424 Same time last year, 20,802 5,424 205,426

NEW BEDFORD OIL MARKET.
For the week ending January 1.
The market is very quiet, and we hear of no transaction in either sperm or whale oil since our last.

FOREIGN OIL MARKET.—The circular of Messrs. Bowes, Gamble & Co., dated London, December 14th, says:—No change in Crude Sperm, which is still quoted at \$20 7/8 per ton for good quality.

WHALEBONE.—We are still unable to report any fresh business in this article, quotations are consequently unchanged.

IMPORTATIONS.
Per steamer Acapulco, at New York, 25th ult., from Panama—180 bls. sperm and 377 do. whale oil, from bark Sea Breeze, to Jonathan Bourne, New Bedford.

LETTERS.
A letter from Capt. West, of brig Eunice H. Adams, of this port, reports her at sea, lat. 23 N, lon 24 W, November 2d. Had seen whales but once, and taken but one since leaving home. The weather had been very heavy. All well.

Bark Minerva, 337 tons, has been purchased in New York by John McCullough and others of this city. She will be fitted in the Spring for sperm whaling under command of Capt. Joseph Thompson, late master of brig Rosa Baker, of Boston.

The Alabama Claims Court held its last meeting on the 27th ult. It would have expired on the 23d of July last, but had been extended to the last day of the year. The expenses of the Court have been about \$150,000, an unusually small sum, comparatively with the time it has been in session and the amount of claims divided. After paying \$50,000 of awards and the expenses, nearly \$100,000 remain undistributed. The \$150,000 received by the United States was invested in United States Bonds, which with three years' interest in gold has appreciated nearly 31 per cent., aggregating \$21,000,000. A compromise bill is now before the Judiciary Committee of the Senate relating to the conflicting claims of the Insurance Companies and those of losses by the payment of war risks. The claims provided in the bill are of two kinds, direct losses from vessels destroyed within four miles from the shore, (which will probably be thrown out by the Senate) and claims for payment of premiums for war risks, after deducting any sum repaid to the claimants. Under the old act \$165,000 has been paid to Insurance Companies.

THE PROPOSED NEW TERRITORY.—A bill has passed the Senate organizing a new Territory to be called Huron, out of the Northern portion of Dakota. The proposed Territory is in the form of a parallelogram, with the British Possessions as its Northern boundary, Minnesota on the East, Montana on the West, and the remaining portions of Dakota on the South. The region embraced within the limits of the proposed Territory possesses a population estimated at 10,000. One of the reasons urged for the organization of the new Territory is that Southern and Northern Dakota, as that Territory is now constituted, practically form two distinct communities, widely separated by the absence of convenient facilities for mutual intercourse.

Winslow and Grey the Boston forgers, have escaped from England to the continent and consequently their return to their native soil is indefinitely prolonged.

Enos L. Shattuck in Providence, 22 years of age, on the 24th ult., went to his bath room which was heated by a gas stove, and an hour and a half later the door of the room was forced open, and he was found insensible upon the floor, and soon after died, the doctors say from asphyxia, caused by fumes from the gas stove.

Thirty-five thousand barrels, two iron tanks and five Erie railroad boiler-cars filled with oil were burned at Oil City, Pa., on the 25th ult., occasioning a loss of \$200,000.

In Canton, last week, an old man named Linnehan, who was under the influence of liquor and unable to walk, came near perishing in the snow, for the reason that his large dog, lying by his side, would not allow any one to touch his master. The efforts of friends were finally successful in pacifying the dog, and the old man was carried home.

In Providence an explosion of gas at the house of Louis Najac damaged the place about \$500. In searching for a leak in the house pipe an employe of the gas company struck a match which ignited the gas and produced the explosion.

At a meeting in New York of North Carolina bondholders, it was resolved that bonds ought to be issued by the State of North Carolina to fund its recognized indebtedness, which amounts to \$25,000,000.

Mrs. William Astor made a Christmas donation of \$15,000 to the Children's Aid Society of New York, which will be sufficient to clothe and send West one hundred boys.

MENHADEN OIL.—An Important Industry Developed.—The fishermen employed in catching menhaden have just closed a profitable season. Fifteen years ago, menhaden oil was scarcely known in the market. Since that time, the manufacture of the oil has steadily increased, and to-day forms an extensive and important branch of industry in New England. The production now nearly equals that of whale oil, but, in value, the menhaden interest exceeds that of the whale, for, though the oil sells at a less price per gallon, the refuse obtained in its manufacture sells readily at \$15 per ton as a fertilizer.

Menhaden oil is used by painters in preference to linseed oil. It cannot be used in its natural state for lubricating purposes, owing to the presence of glutinous matter, but an Eastern chemist has discovered a process whereby this gum can be separated from the oil. When first manufactured, the oil was thick, of a dark color, and possessed anything but an agreeable odor. Vast improvements have been made in taking the oil from the fish, however, and to-day the oil is of a light straw color, perfectly sweet, and can be refined to a state of the greatest purity.

The fish are caught in great numbers and at frequent intervals all along the coast from New York city to the Eastern part of the coast of Maine. Seventy-five factories are in operation for the manufacture of the oil, with an invested capital of \$3,000,000. Nearly two thousand fishermen are employed in catching the fish, and an equal number of men find employment in the factories. Four hundred sailing vessels and thirty steamers are brought into requisition to supply the fish. Estimating 250 fish to the barrel, the number of fish caught during the season just closed was 300,000,000. Nearly 3,000,000 gallons of oil was produced and 40,000 tons of guano manufactured.

Great improvements have been made in the method of taking the fish. Originally only the drag seine was used, and the fish could be taken only when near the shore. The drag seine is now entirely supplanted by the purse seine. The fishermen now not only resort to the bays and inlets for the purpose of taking the fish, but also to the ocean. The most enterprising fishermen follow them as far East as the coast of Maine, where the fish are larger, and consequently yield a larger quantity of oil.

The question has been asked as to how long the fish will continue so abundant? Experienced fishermen say that the fish are the bait of the sea, and the young are to be seen in myriads. It is confidently asserted that these fish will be caught long after petroleum ceases to come from the earth.

The fish were formerly caught for food, being cured like mackerel. They are too oily, and not very palatable, but on this account make excellent manure. A single menhaden of common size is considered equal to a shovelful of barnyard manure.

REPORTS FROM HAWAII.—The San Francisco Chronicle prints the following in reference to a conversation with an intelligent merchant of Honolulu, who arrived by the last steamer: "The substance is to the effect that the Reciprocity Treaty, which promised so many blessings, has not been as fruitful therein as was expected. The merchants are much dissatisfied with the exorbitant duties put upon everything not included in the treaty. This amounts to 25 per cent., and the Government charges duties on every imaginable article, even to the wood which vessels carry for firewood. The authorities also must have gold for all duties, so that the merchants have to buy it at very heavy rates from the little bank in Honolulu.

Through the agency of C. C. Harris, formerly a Minister of Foreign Affairs, a law making gold the standard for duties was passed, while at the same time a law was passed making silver the standard by which the Government can pay all its debts. The 'clique' which is running Kalahana's kingdom at present is making a nice thing out of the reciprocity, its members getting the lion's share, while the people, as usual, have to bear the burdens. Everything has gone up instead of becoming cheaper. There is a crisis there, and our informant stated that 'there will be a revolution in the islands before there is a fair arrangement of things.' The Ministry, which is reported to have resigned, is extremely unpopular. The distinguished statesmen composing it promised to do everything, but have done nothing, not even to obtaining a full supply of water for the people, although the Government owns the works. The Kanakas are thrown out of work on many of the plantations where Chinamen were imported during the year.

The President's Message to Congress regarding the new phase of the extradition treaty with England contains a rehearsal of the various steps taken in the matter during the past year, and finally expresses his gratification at the solution of the question. The last letter of Secretary Fish to Minister Thornton covers all the news on the subject. The President says he shall now demand surrender of fugitive criminals from England, and shall entertain requisitions from that Government.

Capt. Boynton has accomplished his promised task of swimming down the river Po from Turin to Ferrara, a distance of 80 miles, in ninety-six hours, without a single struggle.

The Nicaragua route is considered the most feasible for the proposed Inter-oceanic Canal. The estimated cost is one hundred million dollars, and it will require ten years to complete the canal.

BRAVERY AT SEA.—The London Telegraph gives the following particulars of the loss of the hired transport steamship St. Lawrence and extremely narrow escape from a painful disaster. This vessel was on her way from Kingston to the Cape of Good Hope with a battalion of the Third Buffs and the usual proportion of women and children, about 600 souls in all when, early on the morning of the 8th of November, she struck on a reef known as the Great Paternoster, and remained fast. As soon as the St. Lawrence was ascertained to be immovable, soundings were taken, and 11 inches of water were found to be in the forehold. The Colonel in command of the troops was at once informed of what had occurred, and immediately every one was ordered to quarters, while the crew cleared away the boats. Then was seen the advantage of strict military discipline in preserving that tranquillity and subordination without which the passengers of a ship-wrecked vessel are as helpless as "dumb, driven cattle," and as liable to that insensate panic which makes them blindly work out their own destruction. "In less than half an hour the women and children commenced embarking, the Colonel's wife getting in the boat first, and so on, according to rank. Armed sentries were posted at the gangway, and the most perfect discipline was observed aboard. After the women and children had been safely landed, without any confusion, the troops fell in fully equipped with their muskets and accoutrements, in marching order. As the boats came alongside they were filled with soldiers, and in an incredibly short space of time every soul on board had been landed. Provisions and water, too, were taken in the boats, everything being done with the greatest order and precision." No doubt had the weather been rough and a high sea been running, this might not have happened; we should have had boats stove against the ship's side or capsized by mountain billows, and life would doubtless have been sacrificed. But the difference between discipline and anarchy marks the distinction between having many chances in favor of safety and having a few or none. Thus, for instance, the boats in the present case answered their purpose effectually. There were seven in all, and four were provided with patent lowering gear. If on the other hand, the weather had been bad and no soldiers had been on board, two conditions so frequent that no shipwreck can be said to be complete without them, more than one of the boats would have been capsized or crushed, and the St. Lawrence would have settled down on the reef much sooner than 48 hours after first striking. It seems a pity that the officers and crew of every migrant vessel are not trained in not to regular military discipline, at least to those habits of patient and unquestioning obedience to superior orders which only military discipline confers, so that all the passengers may be forced into subordination in moments of danger.

The British government finds its acquisition of the Fiji Islands an unprofitable one. The estimated expenditures for the current year are £71,381, and the income at £40,400. It is very doubtful if the latter sum can be raised, as the income last year was only £16,255.

Recent revelations of the estate left by Napoleon III., indicate that he looked out for No. 1, and feathered his own nest finely while in power. Property to the value of £170,000 above mortgages is still held by the Emperor in Paris, £300,000 more in the provinces, and some millions sterling of personal property.

Over 24,000 Masons were made in North America last year, and the number of "brothers of the sacred tie" on the continent at this time exceeds 600,000.

Diaz has assumed the military dictatorship of Mexico, and under the title of Provisional President will hold the reins until after an election has been held. Ten thousand men on the 6th ult., were said to be marching on Queretaro, and a heavy battle was expected.

One Boston clergyman was fortunate on Christmas Day. He received three sets of sleeve buttons, twenty-six pairs of slippers, thirty-one elegantly bound books, anolonia and ceramic gems sufficient to start a museum.

A new counterfeit \$1,000 greenback has come into the possession of the Treasury detectives, discovered in the West, and the plate from which it was printed is said to have been in existence for two or three years, and is believed to be the work of the notorious Tom Ballard, now undergoing a thirty years' imprisonment for counterfeiting.

Five thousand houses were destroyed by fire in Tokio, Japan, on the 24th of November, the loss of property being estimated at \$10,000,000. Fifty persons are supposed to have perished in the flames.

There is much less of obtaining money under false pretence than formerly, probably owing to the difficulty of obtaining money under any pretence.

Bangor dealers have purchased and shipped from that port, thus far in the season, 355,600 bushels of potatoes at an average price of 73 cents a bushel. It is estimated that a million of bushels have been shipped from Maine during the season.

CREW LIST OF VESSELS SAILED.

Schooner Amelia, Capt. Loring Braley, sailed from this port December 27th, 1876, for the Atlantic Ocean. The following persons compose her crew:

George F. Randall, of New Bedford, first mate; Joseph H. Snow, of do., second mate and boatsteerer; Thomas F. King, do., boatsteerer and shipkeeper; George Shepard, Hartford, steward; George A. Flagg, Boston, cook; Indian George, New Bedford, Thomas Kakaka, do., Frederick Williams, do., John W. Davis, do., Domingo Santos, do., Fairhaven, Frank P. Paige, do., C. C. Coleman, do., and Walter S. Swain, Nantucket, seamen.

Ship Milton, Capt. John R. Stivers, sailed from this port December 28th, 1876, for the North Pacific Ocean. The following persons compose her crew:

James F. Brown, of Nantucket, first mate; Andrew Cuffee, of Southampton, second mate; Robert H. Morton, of New Bedford, third mate; Antone Lima, do., A. J. Rogers, do., Andrew Kellis, Southampton, and John S. Keeter, Mashpee, boatsteerers; William E. Bolles, Fairhaven, cooper; Antone Perry, New Bedford, cook; James W. Smith, do., steward; Norman J. Kelley, Boston, shipkeeper; Joseph Lawrence, New Bedford, John Mello, do., Sampson Alves, do., Peter C. Owen, do., Jose Baptista, do., John Harries, do., Yelentine Washman, do., James Rann, do., Herbert Veruel, do., Francisco DeSouza, do., Thomas Smith, do., Enefance Olivian, do., John H. Simmons, William M. George Brick, Fitchburg, Charles Thompson, Boston, Peter Holland, New York, Albert C. G. Peirce, Providence, Joseph Slater, do., George W. Welsh, New Jersey, Herbert A. Bumpus, Wareham, and D. H. Clisco, Troy, Vt., seamen.

THE ROMANCE OF A RICH YOUNG MAN.—George Hoffman, Jr., an accomplished young man, the son of wealthy parents, who reside at No. 359 Fifth avenue, New York, became infatuated some years ago with Mlle. Bonfanti, one of the principal ballet dancers in the spectacular play known as the "Black Crook." When Mlle. Bonfanti finished her engagement in New York, young Hoffman accompanied her to London much against the wishes of his relatives. In London, according to the woman's story, they got married, after which the young husband hired a picturesque cottage near the shores of the Lake of Como, in Italy. After living there for some time, Hoffman's health began to break down. When his stock of money was expended, he went to London and succeeded in obtaining \$4,000 from Mr. Puleston, of the firm of Cooke, McCollough & Co., bankers. With this sum he returned to New York alone, and was joyfully received by his parents. His health was very poor, and continued to get worse. Last February he died at Hyde Park, the Summer residence of his father, on the Hudson. The day of the funeral Mlle. Bonfanti appeared at the house of mourning and claimed a widow's right to mourn for the departed. Some time after the funeral Cooke, McCollough & Co. presented to the father of the deceased a bill for the \$4,000 advanced to his son. Mr. Hoffman refused payment on the ground that he did not authorize the bankers to pay the money. Mr. Hoffman wrote to the London bankers, cautioning them not to advance any money to his son, and after being so cautioned they did advance it. A suit for the amount followed, and a jury rendered a verdict for the plaintiff. In the Supreme Court, Brooklyn, counsel for Mr. Hoffman moved for a new trial, on the ground of newly discovered evidence. It is said the evidence referred to was found by Mlle. Bonfanti among the effects of the deceased. The court reserved its decision.

The British government finds its acquisition of the Fiji Islands an unprofitable one. The estimated expenditures for the current year are £71,381, and the income at £40,400. It is very doubtful if the latter sum can be raised, as the income last year was only £16,255.

Recent revelations of the estate left by Napoleon III., indicate that he looked out for No. 1, and feathered his own nest finely while in power. Property to the value of £170,000 above mortgages is still held by the Emperor in Paris, £300,000 more in the provinces, and some millions sterling of personal property.

Over 24,000 Masons were made in North America last year, and the number of "brothers of the sacred tie" on the continent at this time exceeds 600,000.

Diaz has assumed the military dictatorship of Mexico, and under the title of Provisional President will hold the reins until after an election has been held. Ten thousand men on the 6th ult., were said to be marching on Queretaro, and a heavy battle was expected.

One Boston clergyman was fortunate on Christmas Day. He received three sets of sleeve buttons, twenty-six pairs of slippers, thirty-one elegantly bound books, anolonia and ceramic gems sufficient to start a museum.

A new counterfeit \$1,000 greenback has come into the possession of the Treasury detectives, discovered in the West, and the plate from which it was printed is said to have been in existence for two or three years, and is believed to be the work of the notorious Tom Ballard, now undergoing a thirty years' imprisonment for counterfeiting.

Five thousand houses were destroyed by fire in Tokio, Japan, on the 24th of November, the loss of property being estimated at \$10,000,000. Fifty persons are supposed to have perished in the flames.

There is much less of obtaining money under false pretence than formerly, probably owing to the difficulty of obtaining money under any pretence.

Bangor dealers have purchased and shipped from that port, thus far in the season, 355,600 bushels of potatoes at an average price of 73 cents a bushel. It is estimated that a million of bushels have been shipped from Maine during the season.

CREW LIST OF VESSELS SAILED.

Schooner Amelia, Capt. Loring Braley, sailed from this port December 27th, 1876, for the Atlantic Ocean. The following persons compose her crew:

George F. Randall, of New Bedford, first mate; Joseph H. Snow, of do., second mate and boatsteerer; Thomas F. King, do., boatsteerer and shipkeeper; George Shepard, Hartford, steward; George A. Flagg, Boston, cook; Indian George, New Bedford, Thomas Kakaka, do., Frederick Williams, do., John W. Davis, do., Domingo Santos, do., Fairhaven, Frank P. Paige, do., C. C. Coleman, do., and Walter S. Swain, Nantucket, seamen.

Ship Milton, Capt. John R. Stivers, sailed from this port December 28th, 1876, for the North Pacific Ocean. The following persons compose her crew:

James F. Brown, of Nantucket, first mate; Andrew Cuffee, of Southampton, second mate; Robert H. Morton, of New Bedford, third mate; Antone Lima, do., A. J. Rogers, do., Andrew Kellis, Southampton, and John S. Keeter, Mashpee, boatsteerers; William E. Bolles, Fairhaven, cooper; Antone Perry, New Bedford, cook; James W. Smith, do., steward; Norman J. Kelley, Boston, shipkeeper; Joseph Lawrence, New Bedford, John Mello, do., Sampson Alves, do., Peter C. Owen, do., Jose Baptista, do., John Harries, do., Yelentine Washman, do., James Rann, do., Herbert Veruel, do., Francisco DeSouza, do., Thomas Smith, do., Enefance Olivian, do., John H. Simmons, William M. George Brick, Fitchburg, Charles Thompson, Boston, Peter Holland, New York, Albert C. G. Peirce, Providence, Joseph Slater, do., George W. Welsh, New Jersey, Herbert A. Bumpus, Wareham, and D. H. Clisco, Troy, Vt., seamen.

MARRIED.
In this city, 24th ult., Mr. Walter H. Nelson to Miss Lizzie B. Paulding; Mr. William Henry Brawley to Miss Etting G. Tripp; 25th, Mr. William O. Cross to Miss Lottie M. Montgomery; Mr. Stephen F. Tripp to Miss Julia Matthews, all of this city; 25th, Mr. William West, of Fall River, to Mrs. Eliza Howland, of this city; 25th, Mr. Squire W. Butts to Jane N. McLeod, both of this city; 29th, Mr. Mason Farmer, of this city, to Isabella Bray, of Providence.
In Fairhaven, 26th ult., Mr. John C. Pease, Jr., to Miss Marietta F. Howard, both of Fairhaven.
In Dartmouth, 24th ult., Mr. William O. Stephens to Miss Hannah E. Brown, both of this city.
In Westport, 17th ult., Mr. Simeon W. Brightman to Miss Sarah W. Hammond, both of Westport.

LIED.
In this city, 26th ult., Ellen, daughter of Timothy and Mary Harrington, 11 months; 27th, Daniel Graham, 59; 29th, Nathaniel Nye, 83 years and 6 months.
In Nantucket, 24th ult., David G. Coffin, 57.

FOR THE AZORES.
THE Al clipper Bark **MODESTA**, will run as a regular packet between Boston and the Azores Islands. For freight or passage apply to **CAPT. WILLIAM LEWIS**, No. 13 Hamilton Street, New Bedford. **MEDINA BROTHERS**, No. 39 Lewis Wharf, Boston. **MANUEL J. SEQUEIRA**, Fayal, W. I. OR **SILVA, CABRAL & CO.**, St. Michaels, W. I. apl11 76-11

CHARLES T. BONNEY, ATTORNEY AND COUNSELLOR AT LAW, ANF. Proctor in Admiralty. NO. 42 NORTH WATER ST., NEW BEDFORD. Whaling voyages and maritime claims settled with dispatch. may27 76-11

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CHARLES R. SHERMAN, NAUTICAL, MATHEMATICAL, and OPTICAL INSTRUMENTS. Charts, Nautical Books, Patent Logs, Stationery, &c., No. 49 North Water Street, NEW BEDFORD.

SEXTANTS, QUADRANTS, SPT. GLASSES COMPASSES, &c., repaired in a workmanlike manner, and on reasonable terms. All orders thankfully received and promptly executed. oct20 74-11

CORDAGE. THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish at short notice **GANGS OF RIGGING**, Of all sizes, and of the best manufacture. **MANILLA AND HEMP WHALE LINE**, Made from pure Manilla and Russia Hemp. All orders sent to L. A. PLUMMER, Treasurer, Kotch's Square, New Bedford, Mass., will be promptly attended to.

RICHARD S. HOWLAND, SHIPPING AND COMMISSION MERCHANT, No. 18 Market Street, SAN FRANCISCO, California. P. O. Box 332.

REFERENCES: George & Nathaniel Howland, Ivo H. Bartlett & Sons, N. Bedford, William W. Crapo, Esq., Charles Brewer & Co., Boston, Charles D. Owen, Providence, E. A. Mendenhall, 4th Nat. Bank, New York. mch29 75-11

J. E. BLAKE & CO., Druggists and Apothecaries. WITH care and attention to business, and (as we trust) with the reputation of honest and fair dealings secured by a long business experience, we hope to merit and receive a fair share of public confidence and patronage.

Our stock, which we intend shall be the largest and most complete in this section comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their prescriptions prepared only by Competent and Careful Persons.

and in all other things it shall be our constant aim to gain the confidence and esteem of our patrons.

Mr. ISRAEL H. SHURTLEFF remains with us, and will be pleased to see all his old friends and hosts of new ones at the old stand.

J. E. BLAKE & CO., 84 NORTH SECOND STREET, COR. MIDDLE. Southward Potter, 2d, ACCOUNTANT, No. 104 Union Street, (Up Stairs). NEW BEDFORD, MASS.

Mr. Potter attends particularly to the settlement of Whaling Voyages, and making up Disbursements Accounts. Any account intrusted to him, will be faithfully attended to. if sep22 74

H. A. POLHAMUS & SON, SUCCESSORS TO **LYLES & POLHAMUS**, COMMISSION MERCHANTS IN OILS, WHALEBONE, &c., OFFICE, 140 FRONT STREET, NEW YORK ESTABLISHED 1841. may7 72

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THE LATEST
FALL AND WINTER STYLES
OF CLOTHING, AT
CHARLES FISHER'S



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Overcoats for Men,
Overcoats for Boys,
Overcoats for Children,
Reefers for Men,
Reefers for Boys,
Dress Suits for Men,
Business Suits for Men,
Dress Suits for Boys,
School Suits for Boys,
Childrens Dress and Play Suits,
AND A LARGE ASSORTMENT OF
CHEAP CLOTHING

For Men and Boys to Select From,
—A T—
Charles Fisher's,
64 PURCHASE STREET,
New Bedford, Mass
OPPOSITE CITY CLOCK.
1877.
BOSTON POST,
DAILY, SEMI-WEEKLY,
AND WEEKLY.

THE Democratic principles which the BOSTON POST has steadily advocated for forty-five years, through success and through defeat, have again received the endorsement of a vast majority of the people of the United States. It remains to secure the fruits of this grand popular victory by calmly opposing, under the Constitution and the Laws, any attempt to rob the nation of its proper choice, and to carry on the great work of reform and purification in the Government.

There is a gratifying hope that the reunited country has at last begun the work of reform, and that under the chosen Democratic rule it will be successfully carried on. To strengthen this endeavor, the BOSTON POST, as the representative of democracy in New England, will give its earnest efforts, confident that the Constitutional principles on which the Republic was founded one hundred years ago are those which will safely carry the nation through the troubles that have gathered about the opening of the second century of its existence.

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As an Advertising Medium, the BOSTON POST can justly claim to have no superior in New England among papers of its class.

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WEEKLY, 1.50 " " " "

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THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.

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WHALING GUNS.
THE subscriber flatters himself that his BOMB LANCE for killing whales has the reputation so thoroughly established, that any comment in an advertisement is unnecessary. Thankful for past favors, he hopes to merit a continuance of the same. The lances are for sale by the following Agents, and at the manufactory, by **J. A. BRAND**. Norwich, Ct., Feb. 29, 1876.

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Edward P. Haskell, New Bedford, Mass.
Union Wharf Co., Provincetown.
Heman Smith, 21 Fulton St., Boston.
Crocker, Wood & Co., New York City, N. Y.
Williams & Barnes, New London, Ct.
J. C. Merrill & Co., San Francisco, Cal.
A. W. Pierce & Co., Honolulu, H. I.
F. A. BARKER, Russell, Bay of Islands, New Zealand. feb29 76

LIST OF WHALERS IN PORT. NEW BEDFORD
Ship Daniel Webster.
Bark Catalpa.
Commodore Morrils.
E. Corning.
Janet.
Osprey.
Schr. Golden City.
Union, Tripp, Atlantic.

Whalemen's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING JANUARY 9, 1877.

NO. 47.

The Whalemen's Shipping List, AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING
BY E. B. P. RAYMOND,
8 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 5 cents.
No paper will be discontinued until all arrears are paid, except at the option of the publisher.

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A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

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JOHN GODDARD & CO., 81 Race Church Street, London, England, E. C.
A. W. PEIRCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS IN 1876.

Table of importations, showing the day of arrival, and the amount of Oil and Whalebone brought by each vessel.

Blk. sp. wh. bone.

JANUARY.

By Railroad, N. B., 60,403

7 Jos. Nickerson, N. Y., 385

11 Nile, N. L., 372

25 Colon, N. Y., 136

25 Gm., 81

182 893 72,403

FEBRUARY.

2 Humber, Boston, 70

11 City of Dallas, N. Y., 151

27 Young America, 12,945

27 Colon, 49

1,406 3,014

MARCH.

30 Bart. Gosnell, N. B., 817

31 A. Blake, Marion, 82

899 353

APRIL.

1 Syren, N. B., 87

15 L. F. Simmons, N. L., 443

23 Flying Fish, 200

23 Europa, N. B., 1,509

15 Helen Mar N. B., 1,425

20 do. on freight, 35

15 Ceylon, 1,645

25 Colon, N. Y., 43

29 Alfred Keen, Bat'a, 162

29 Desdemona, N. B., 99

29 G. City, Ferdinandina, 15,400

2,674 16,100 14,000

MAY.

1 Arnold, N. B., 606

10 do. on freight, 393

20 Marcella, N. B., 1,093

20 Sarah, 600

11 C. H. Pigeon, 219

15 L. E. Cook, 234

15 Roman, N. L., 440

20 do. on freight, 440

24 Carondelet, N. B., 68

24 Starford, N. Y., 373

3,943 3,136 2,800

JUNE.

5 Gov. Morton, N. Y., 253

6 R. W. Wood, N. B., 1,032

6 Triton, 424

14 Atlantic, 58

14 President, N. B., 58

15 Andes, N. Y., 172

19 Merlu, N. B., 600

21 Crescent City, N. Y., 159

3,954 3,228 2,651

JULY.

1 Elvie Allen, N. B., 2,138

1 Wm. & Anthony, N. B., 1,146

1 Colon, N. Y., 540

1 Azor, Boston, 54

1 Acapulco, N. Y., 270

1 Eliza Adams, N. B., 1,120

1 do. on freight, 774

1 E. R. Phillips, 401

1 Ellen Ripzab, 119

7,329 858 1,630

AUGUST.

2 Agate, N. B., 107

2 Amizade, N. B., 58

14 Colon, N. Y., 57

14 E. R. Adams, N. B., 309

14 California, 1,703

1 do. on freight, 480

17 By Railroad, N. Y., 22,000

17 W. A. Grazier, Fv'tn, 37

22 N. J. Knight, Fv'tn, 160

22 Mary Frazier, N. B., 108

22 do. on freight, 708

27 Atlantic, Fv'tn, 81

27 E. H. Hatfield, Fv'tn, 194

29 Acapulco, N. Y., 587

5,203 810 22,719

SEPTEMBER.

4 G. M. Parker, N. B., 163

12 Union, 8

12 Rising Sun, 98

14 A. Hicks, 675

14 Wm. Wilson, 455

14 R. Baker, 316

15 Azor, Boston, 922

15 Arizona, Fv'tn, 143

15 M. E. Simmons, 172

15 L. E. Cook, 74

15 Edward Lee, 167

16 Petrel, N. B., 110

19 Black Hawk, N. Y., 501

22 Cohasset, F. H., 71

22 Antarctic, Fv'tn, 81

22 S. E. Lewis, Boston, 130

22 Crescent City, N. Y., 157

24 Quickstep, N. B., 76

24 Com. Morris, 872

26 do. on freight, 24

26 Cantina, N. Y., 180

29 Golden City, N. B., 270

5,140 1,061

OCTOBER.

2 Wm. Martin, N. B., 214

4 Louis, A., 252

5 Wave, 376

8 A. Blake, Marion, 91

15 Colon, N. Y., 260

22 Florence, S. F., 675

22 Seine, N. B., 455

24 Milton, 1,444

25 A. Tucker, N. B., 388

26 Osprey, 224

29 Acapulco, N. Y., 1,531

3,844 2,683 1,400

NOVEMBER.

4 Janet, N. B., 29

5 Pacific, 448

10 do. on freight, 44

16 Mercury, N. B., 911

16 Kate Williams, N. B., 1,085

21 Timandra, S. F., 9,660

IMPORTATIONS—continued

17 Nile, N. L., 10 539 7,922

do. on freight, 430 4,622

18 Acapulco, N. Y., 600

3,215 1,431 22,655

DECEMBER.

13 By Railroad, N. B., 14,920

13 Nightingale, N. Y., 1,380

18 Azor, N. B., 1,380

25 Acapulco, N. Y., 180

2,402 377 14,920

WHAT PAYS?

It pays every Manufacturer, Merchant,

Mechanic, Inventor, Farmer, or Profes-

sional man, to keep informed on all the im-

provements and discoveries of the age.

It pays the head of every family to intro-

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is instructive, one that fosters a taste for

investigation, and promotes the thought

and encourages discussion among the mem-

bers.

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turers, chemists, lovers of science, and peo-

ple of all professions, will find the SCIENTI-

fic American an indispensable household

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ice and counting room; in every reading

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ventions patented through this Agency, with

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Patents are often sold in part or whole, to

On the Shore.

Cool, salt air, and the white waves breaking

Restless, eager, along the strand;

An evening sky and a sunset glory

Fading over the sea and land.

We two sitting along together,

Side by side, in the waning light;

Before us the throbbing waste of waters,

Behind us the sand heaps, drifted white.

Ships were sailing into the distance,

Down to the lands where the sun has gone;

The rough, fresh wind blew o'er our faces,

And the shadows of night crept slowly on.

It is a dream that I remember—

Some ghost of a hope that will come no more;

We two sitting alone together,

Hand in hand on the ocean shore.

Hannah Arnett's Faith.

The days were at their darkest, and the

hearts of our grandfathers were weighed

down with doubt and despondency. De-

feat had followed defeat for the Ameri-

can troops, until the army had become

demoralized, and discouragement had

well nigh become despair. Lord Corn-

wallis, after his victory at Fort Lee, had

marched his army to Elizabethtown

(December 1776), where they were now

encamped. On the 30th of November,

the brothers Howe had issued their cele-

brated proclamations, that offered pro-

tection to all, who, within sixty days,

should declare themselves to be peace-

ful British subjects, and bind themselves

neither to take up arms against their

sovereign nor encourage others to do so.

It was to discuss the advisability of ac-

cepting this proffered protection, that a

group of men had met in one of the large

old houses of which Elizabethtown was

at that time full.

We are apt to think of those old times

as the days of unmingled loyalty and

courage; of our own ancestors as un-

flinching heroes, never swerving in the

darkest hours from the narrow and

thorny path which conscience bade them

tread.

Yet human nature is human nature in

all ages; and if at times the "old-fash-

ioned fire" burned low, even in many

hearts, and profound discouragement

palsied for a time the ardent courage,—

what are we, that we should wonder at

or condemn them? Of this period, Dr.

Ashbel Green wrote:—

"I heard a man of some shrewdness

once say that, when the British troops

overran the State of New Jersey, in the

closing part of the year 1776, the whole

SEAFARING MEN WILL DO WELL TO CALL AT
SANDERS' STAR CLOTHING HOUSE!
108 & 112 UNION STREET,
NEW BEDFORD.

Before Purchasing any Clothing.

THE LARGEST AND MOST EXTENSIVE ASSORTMENT OF GOODS
IN BRISTOL COUNTY.

CAN BE FOUND AT THIS ESTABLISHMENT. Seamen Infitting and Outfitting at far
more reasonable prices than the regular Seamen's Stores. Money will be saved by
trading at this Store.

REMEMBER THE NUMBER AND STREET.

CUT THIS OUT AND SAVE IT.

SANDERS' STAR CLOTHING HOUSE

108 & 112 Union Street, New Bedford, Mass.

WHALEMEN ATTENTION!

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— ALSO —

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These Guns and Lances are pronounced by all who have seen and examined them, to be SUPERIOR to all other kinds, and are recommended in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well under water as above, as water has no effect upon either Gun or Lance. For particulars and prices apply to

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No. 13 Hamilton Street, - - - New Bedford, Mass.

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J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

CUSTOM AND READY MADE CLOTHING BUSINESS.

A LARGE TAILORING STOCK OF

FINE AND STAPLE WOOLENS,

WORSTEDS, OVERCOATINGS, &c.,

OF FOREIGN AND AMERICAN MANUFACTURE,

which we are prepared to make to order into Garments a la mode for customers.



TRUNKS AND TRAVELLING BAGS, AND A LARGE AND EXTENSIVE STOCK OF GENTS' FURNISHING GOODS.

READY MADE CLOTHING

HATS AND CAPS.

AND A FULL LINE OF

WHALEMEN'S INFITTING AND OUTFITTING GOODS.

PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.

JOSEPH WING, JOHN WING, WILLIAM R. WING, HIRAM W. WENTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to the sea in ships," and will endeavor to give satisfaction in all business transaction, and shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—

FURNISHING GOODS,

And a full line of CLOTHS, CASSIMERES, &c., for Custom trade

The business heretofore will be conducted under the style of **DOANE & CO.**

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.

SIMEON DOANE. J. H. J. DOANE.

MOSES C. SWIFT,

TAILOR,

NO. 1281-2 UNION STREET, NEW BEDFORD.

CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE.

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city customers buy the goods.

FOREIGN HOUSES.

BARBADOES, West Indies.

W. P. LEACOCK & CO.,

SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owners, agents and masters of whaling vessels, that they have succeeded in getting the tonnage dues removed from whaling vessels visiting this port for the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31½ gallons, in lieu of the tonnage duty of fifty-four cents per ton, which was formerly imposed.

The expenses attendant on shipment of oil at this port are as follows:

A package duty of twenty-four cents per barrel; Harbor dues, \$3; Anchorage fee, \$2; Bond at Custom House, \$3; and a Harbor Police Fee, as follows, viz:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4.

They still continue, as heretofore, to supply stores, and negotiate drafts on the same favorable terms; as well as receive and ship home oil at the rate of One Dollar and Twenty-five cents per barrel, (delivered at New York or Boston) free of all other charges except insurance, which will be effected on the most favorable terms when required.

Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any person offering themselves as Pilots, as there are none licensed by the Government, and none needed, there being no obstructions in the Bay.

On coming to anchor, masters are also informed that the middle part of Carls Bay, from the Northern to a Southern direction, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well past the Buoy to the leeward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.

There is now no direct communication with this place and the United States by mail.

Masters of vessels calling off the Harbor and not wishing to anchor may obtain their letters by coming on shore in a boat, after having been first boarded by the Health Officer—and will only incur the expense of that officer's fee—\$1.

New Bedford papers always on file for inspection.

W. P. LEACOCK & CO.

H. B. MCKAY,

SHIPPING AND COMMISSION MERCHANT,

Importer of American Produce,

SANTA CRUZ, TENERIFFE,

CANARY ISLANDS.

Solicits consignments of vessels, also of cargoes for transshipment to the United States.

N. B. The attention of Merchants and Captains engaged in the whaling business is called to this port as being favorable for refitting their ships and forwarding oil to the United States, it being a good harbor, a free harbor, and freightage procurable at low rates. A vessel will be dispatched for New York in December or January of each year.

REFERENCE.—Messrs. Yates & Porterfield, 115 Wall Street, New York, to whom apply for further information.

ti-jan4976

PANAMA—U. S. C.,

WILSON & BRAKEMEIER,

PURVEYORS TO THE AMERICAN AND ENGLISH NAVIES,

SHIPPING AND COMMISSION MERCHANTS.

All business connected with Whaling carefully attended to.

Exchanges bought and sold.

REFERENCES.—Messrs. I. H. Bartlett & Sons, Loum Snow, Jr., William Lewis, N. Bedford.

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ISAAC H. MARKS,

VALPARAISO, CHILI.

GENERAL AGENT FOR THE TRANSACTION OF ALL BUSINESS CONNECTED WITH WHALEMEN ON THE COAST OF CHILI.

All business entrusted to my care will receive prompt and careful attention.

REFERENCES.—Charles F. Howland, Oriskany, New Bedford.

ti-dec874

\$12 a day at home. Agents wanted. Outfitting and terms free. TRUE & CO., Auburn, Maine.

ly mech776

\$5 to \$20 per day at home. Samples sent free. TRUE & CO., Portland, Maine.

ly mech776

Boston, Clinton, Fitchburg & New Bedford R. R.



BOSTON, TAUNTON, PROVIDENCE,

—AND—

MARTHA'S VINEYARD.

On and after Monday September 4th, 1876, trains will run as follows:

LEAVE NEW BEDFORD, For

Boston, via Boston and Providence Railway, at 7.30, and 10.25 A. M., and 3.40 P. M. Return, 7.30 and 11.10 A. M., and 4.35 P. M.

Via Old Colony Railroad, 8 A. M. Return, 3.30 P. M.

Providence, at 7.30, and 10.25 A. M., and 3.40 P. M. Return, 8.00 and 10.50 A. M., and 4.40 P. M.

Taunton, at 7.30, 8.00 and 10.25 A. M., and 3.40 P. M. Return, 9.00 A. M., and 12.10 and 5.45 P. M.

Dean street station, 4.20 P. M.

Myrick, at 7.30, 8.00 and 10.25 A. M., and 3.40 P. M. Return, 9.20 A. M., and 12.25, 4.40 and 6.00 P. M.

Howland, at 8.00 A. M., and 3.40 P. M. Return, 9.25 A. M., and 6.10 P. M.

East Freeport, at 7.30 A. M., and 3.40 P. M. Return, 9.30 A. M., and 6.15 P. M.

Bruley's, at 8.00 A. M., and 3.40 P. M. Return, 9.35 A. M., and 6.20 P. M.

Acushnet, at 7.30 and 10.25 A. M., and 3.40 P. M. Return, 9.45 A. M., and 6.25 P. M.

Worcester, via Mansfield and South Framingham, at 10.25 A. M., and 3.40 P. M.

Lowell, at 10.25 A. M., and 3.40 P. M.

Fitchburg, at 10.25 A. M., and 3.40 P. M.

Portsmouth, at 7.30 and 10.25 A. M., and 3.40 P. M. Return, 8.00, 11.20 A. M., and 3.15 and 4.17 P. M.

Newport, at 7.30 and 10.25 A. M., and 3.40 P. M. Return, 7.30 and 10.40 A. M., and 2.30 and 5.45 P. M.

New York, via SHORE LINE, at 7.30 and 10.25 A. M. Return, 8.00 A. M., and 10.00 P. M.

New York, via STONINGTON, at 3.40 P. M.

LEAVE TAUNTON, For

Boston, at 8.00, 9.40 and 11.10 A. M., and 4.35 and 5.30 P. M.

Providence, at 8.10 and 11.15 A. M., and 1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15, and 10.50 A. M., and 4.40, and 6.20 P. M.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, For

Boston, Middleborough, Bridgewater at 7.24 A. M., and 2.40 P. M.

Mattapoisett, at 7.24 A. M., 2.40 and 4.40 P. M.

Marion, at 7.24 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.24 A. M., 2.40 and 4.40 P. M.

Cape Cod, at 7.24 A. M., and 4.40 P. M.

Nantucket, Mondays, Tuesdays, Thursdays and Saturdays, at 7.24 A. M.

Plymouth, at 2.40 P. M.

LEAVE BOSTON, via OLD COLONY Railway,

at 8.00 A. M., and 4.00 P. M.

LEAVE SANDWICH at 7.50 A. M., and 2.57 P. M.

LEAVE HYANNIS, at 7.05 A. M., and 2.07 P. M.

LEAVE TREMONT, at 10.00 A. M., 3.55 and 5.40 P. M.

LEAVE MARION, at 10.15 A. M., 4.15 and 5.52 P. M.

LEAVE MATTAPOISETT, at 10.25 A. M., 4.25 and 6.04 P. M.

Passengers from Way Stations on Old Colony Railway will take the 3.35 P. M. train from Boston

WARREN LADD, Asst. Supt.

Sept. 4, 1876.

HATCH & CO.'S EXPRESS;

Established in 1840.

The subscribers have formed a partnership for the purpose of carrying on the Express business under the name and style of

HATCH & COMPANY'S EXPRESS.

Responsible messengers will leave office No. 142 Union Street, daily, (Sundays excepted, for Boston, Providence, Taunton and way stations at 6.45 and 7.15 A. M. Mid-day Express from office 9.45, Depot at 10.15 A. M. Afternoon Express, from office 3.10 and Depot at 4.40 P. M.

This Express so long and favorably known to the public, now offers superior facilities to all persons wishing to transact business in the principal cities and towns in the United States and Canada.

Specie, Bank Notes, and other valuables, safely transported, and Notes, Drafts, Bills, Coupons, &c., promptly collected. Goods of all descriptions forwarded with despatch.

This Express connects with steamer Monohansett for Wood's Hole, (Falmouth), Vineyard Haven and Edgartown, (Martha's Vineyard).

H. & Co. have the exclusive agency for the sale of Tickets via New York and Erie, New York Central and Pennsylvania Central Railroads, and their connections to all points South and West. Tickets for sale and information freely given at our office.

OFFICES.—In Boston, 34 Court Square, and No. 9 Milk Street, opposite the Old South Church.

Providence, 34 Dorrance street.

Taunton, 2 Bank Exchange.

New Bedford, 142 Union street.

A. D. HATCH, GEO. C. HATCH, CALVIN RAYMOND, JR.

New Bedford, May 20, 1876.

POTTER & CO.'S

New Bedford and New York

DAILY EXPRESS.

Via New Bedford and New York Steamship Line.

Leaves New Bedford and New York daily as per advertised time of that Line.

A competent messenger will accompany each boat, and all orders will be promptly and faithfully executed.

OFFICES.—In New York, at 105 Wall Street, No. 346 Canal Street, corner of Church and Fleet Streets, New York.

Bedford, at No. 19 Commercial Wharf.

Order box can be found at Lawton's Drug Store, corner Purchase and Union Streets.

MARTHA'S VINEYARD.

WOODS HOLE, FALMOUTH HEIGHTS, VINEYARD HAVEN, VINEYARD

HIGHLANDS, OAK BLUFFS, AND EDGARTOWN.

FALL ARRANGEMENT.

The steamers Martha's Vineyard, Capt. Benjamin C. Cronwell, or Monohansett, Capt. Charles C. Smith, will run between New Bedford and Edgartown, on and after MONDAY September 4th, leaving Edgartown daily at 7.15 A. M., making close connections with the trains for Boston, Providence, New York &c.

Returning, leave New Bedford at 1.00 P. M.,

The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, JAN. 9, 1877.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending January 8, 1877:

	Bls.	Sp.	Wh.	Lbs.
New Bedford.	250	147	8,940	
Bark Janus, do. on freight,	147		8,940	
Per railroad,			8,940	
Total,	397		17,880	
Previously,				
From Jan. 1, to date,	397		17,880	
Same time last year,	100		5,316	

EXPORTS

For the week ending January 8, 1877:

	sp.	wh.	bone.
Total,	14		
Previously,			
From Jan. 1, to date,	14		
Same time last year,	516		

NEW BEDFORD OIL MARKET.

For the week ending January 8.

SPERM.—Continues quiet and we have no sales to report.

WHALE.—Is in but little demand, the only sale since our last being 130 bbls. South Sea and Humpback at 70 cents per gallon for home use.

LETTERS.

A letter from Capt. Sylvia, of bark Sarah, of this port, reports her at Fogo, November 28th, having experienced heavy weather and seen no whales since leaving St. Michaels.

A letter from Capt. Potter, of ship Emma C. Jones, of this port, reports her at Tumbes, November 28th. Her next cruise would be to the Off Shore Ground.

A letter from Abbott P. Smith, dated Bravo, November 23d, reports arrived at that port on the day before, ship Eliza Adams, Cornell, New Bedford, no oil since leaving the Islands. Sailed 21st, bark Lydia, Praro, New Bedford, to cruise.

IMPORTATIONS.

Per bark Janus, at this port, 1st inst., from Fayal.—147 bbls. sperm oil from bark Europa, to Swift & Perry, New Bedford.

Per Railroad from San Francisco.—4,140 lb. whalebone from bark Northern Light, to Jonathan Bourne, New Bedford; 3,000 do. do. from bark Mt. Wollaston, to Swift & Allen, do.; 1,800 do. do. from bark Osmanli, to Gifford & Cummings, do.

THE NEW CITY COUNCIL convened on the 1st inst., Mayor Howland in the Chair. Hon. Alanson Borden, the Mayor elect, was duly inaugurated and took the oath of office before James B. Congdon, Esq., and subsequently delivered his address before a large audience.

The City Council has elected the following officers:—City Solicitor, Hosea M. Knowlton; Trustees of the Free Public Library, Abraham H. Howland, Jr., S. Griffiths Morgan; Engineers of the Fire Department, Frederick Macy, Michael F. Kennedy, Nathan Brown, John H. Judson, William J. Marr; Superintendent of Street Lights, George H. Mitchell; Superintendent of Bural Ground, William H. Jenney; City Messenger, William Furguson; Inspector of Petroleum, Henry Taber, 2d; Sealer of Weights and Measures, James H. Pease. The Mayor's nomination for Superintendent of Streets was not confirmed.

MORE NEW WHALERS.—Messrs. Taber, Gordon & Co., of this city, have contracted with the well-known ship builders, Messrs. James M. Bayles & Son, of Port Jefferson, L. I., to build them a ship to be employed in the whaling business. She will be commanded by Capt. Charles Grant, of Nantucket, formerly of ship Niger, of this port.

Per bark Modesta, Dias, from Fayal for this port with a cargo of oil, put into Bermuda December 18th, in a leaky condition, having experienced heavy gales on the passage.

James B. Congdon, our worthy City Treasurer, has presented to the city for the benefit of the Free Public Library, the sum of \$500, voted to him by the City Council for his services in preparing the new City Ordinances.

Bids for supplying Oil to the Light House Board, for the present year were opened in Washington on the 2d inst., and awards were made aggregating 86,000 gallons at from 97 cents to \$1.02.

THE COTTAGE HEARTH.—This interesting and instructive monthly is promptly at hand. It is full of choice readings, music, poetry, stories, and useful receipts—these alone being worth more than a year's subscription. Besides the above there are two full pages of Fashion Plates. The publisher, D. L. Milliken, 101 Milk street, Boston, will furnish patterns for Lady's and Misses' at from 20 to 50 cents each. The Cottage Hearth at the low price of \$1.50 per year should be in every family.

We have received the January number of LEISURE HOURS, a handsome mammoth 16 page (44 columns) family paper, filled with the choicest literature—serials and short stories, sketches, poetry, wit, humor &c., &c. It is entertaining, amusing and instructive, and is one of the cheapest papers—the amount and quality of matter considered—that we have seen. The price is \$1.25 per year, including as premium a genuine fine-line steel engraving, called "The Miserable Balm," printed on 22x31 plate paper, which the publishers claim is superior in point of merit and attractiveness to any premium ever offered by any other paper in this country, and is alone worth the money asked for both. The publishers, J. L. Fatten & Co., 162 William street, New York, authorize us to say, that in order to introduce the paper in this vicinity they make a special offer to every one of our readers to send them the paper—a "trial trip" for four months, post-paid, commencing with the January number—for 25 cents. Our readers who avail themselves of this offer will, we feel certain, thank us for having called their attention to it. The publishers of Leisure Hours would like to employ some one in every place to canvass for this paper.

Commodore Vanderbilt died at his residence in New York on the 4th inst., aged 83 years. It is estimated that the deceased left a fortune of \$85,000,000.

The total receipts last year of the Massachusetts State Abstinence Society were 9,704; expenses \$10,235.

A SHOCKING DISASTER.

Another railway horror occurred at Ashtabula, Ohio, on the 30th ult. at 8 o'clock P. M. Train No. 5 on the Lake Shore road, comprising eleven cars bound West, went through an iron bridge down seventy feet deep to the river, during a heavy snow storm. About 160 passengers as nearly as can be ascertained were being conveyed in the cars, nearly one hundred of whom perished. Most of the dead seem to be from New York, New England and Illinois, including Mrs. Henry M. Knowles and daughter, of Cleveland, Ohio, formerly of this city.

The bridge was an iron tress bridge and had been in use eleven years and spanned a distance of 157 feet, below which was the river with a depth of but five feet of water, the frozen surface of which was shivered by the fall of the cars. Almost simultaneously the cars were enveloped in flames, and the scene is described as one to distract the stoutest heart. The train was due at Ashtabula at 5 P. M., but had been delayed about three hours by the obstruction of snow upon the road. Such assistance as could be afforded was promptly rendered by the citizens of Ashtabula, and all that human skill and mercy could do to save life or ease pain was done. Thirty of the wounded were distributed among the hospitals. So rapid was this work of destruction that within five minutes after the wreck, the cars were all aflame.

Daniel McGuire, engineer of the Socrates, relates that the train was running slow, and just as they had fairly crossed the high bridge, not more than forty rods distant from the depot, they felt a violent jar, and in an instant the coupling between the Socrates and Columbia broke, and the whole train was precipitated with the bridge into the river, sixty-five feet below. Mr. McGuire says his engine was pulled back nearly to the edge of the broken span before the coupling severed, and it regained its forward motion barely in time to save itself. It is supposed the heavy draught must have thrown the cars from the track, causing the cold iron to snap. Mr. McGuire thinks no one would have escaped from the doomed train had not his engine been saved, thus enabling him to give the alarm.

Among other distressing incidents related are the following:—A young lady was fastened in the wrecked timbers up to her waist. Half a dozen stalwart men had responded to her appeal for help, but their joint efforts for some moments promised to be unavailing. The fire that was rapidly advancing toward her rendered her almost frantic, and she screamed to the men to persist in their efforts to rescue her. She was finally dragged forth, her clothing from her waist down and her shoes and stockings being torn from her, and in this way she waded knee deep in snow for nearly half a mile to a place of safety. Another incident was that of a man who escaped from the wreck with his clothes all ablaze, and ran as if mad. The crowd on the bank yelled to him to throw himself into the snow, but he took no heed and then some one shouted to those near him to knock him down. He was shoved down, but, rising instantly, turned his face toward the burning wreck, plunged into it and was lost. It was a case of utter frenzy.

A dispatch from Ashtabula, 3d inst., gives the following details of the result of the disaster:—Total number of persons on the train, including employees, 147. Rescued 72. Lost 70. Unaccounted for 5.

STERN WINTER reigns supreme. Our exchanges from far and near abound with details of disasters by flood and field, on land and sea. A Washington dispatch of the 1st inst., says: "One of the heaviest snow storms ever known here set in about noon, notwithstanding which the reception at the White House was more brilliant than usual." In New York on the night of the 1st inst., the snow was fully a foot deep on a level, and the street cars were kept running by the use of snow ploughs. A New Orleans dispatch of the 1st inst., says: "The sleet and snow storm last night extended as far South as Osyka. Two feet of snow fell at Holly Springs, 14 inches at Jackson and Vicksburg, at Shreveport and Monroe, delaying trains, breaking down telegraph wires and interrupting communication. At Chattanooga, Penn., the snow was 18 inches deep and railroads blocked. In Bennington, Vt., on the 1st inst., communication with the outside had been suspended during several days, and more than twenty-five thousand dollars' worth of damage had been sustained to business, buildings and churches. The steeple of the Baptist Church was blown down and demolished, the bell weighing 2,500 pounds, fortunately in its descent to the ground remaining uninjured. The spire of the Congregational Church, the Court House, and other buildings also sustaining much damage. In Boston, as in New Bedford, the storm on the 29th ult., of snow and rain was one of the most uncomfortable of the season, and many dwellings sustained much damage in consequence of the overflow from the frozen gutters. On succeeding days there have been successive snow storms. The storm travelled from Jacksonville, Fla., and covered a large area.

On the seacoast disasters have been almost innumerable and attended with great suffering and loss of lives and property. In England a gale of unprecedented violence on the 1st inst., partially destroyed the pier at Dover, causing a damage estimated at £150,000; and at East Bourne the destruction foots up £65,000. Nearly every town on the South coast from Dover to Portsmouth was partially inundated by the high tide.

The Gold market is steady at 107.

THE GENEVA AWARD.—The President has determined to soon send to Congress a special message recommending important changes with respect to the further distribution of the Geneva Award after the present judgments are paid. It appears that there will remain a balance of about nine millions of dollars. The points of the message are represented as being based upon the following position: First, That the board of arbitration at Geneva did not take into consideration the question whether insurance companies had been reimbursed by obtaining more premiums. That some of the claims which have been presented to the court should, in equity be paid which have not been paid. That where a cargo or vessel was insured and the insurance paid did not cover the entire loss, the owner of the vessel is entitled to recover the balance out of this fund. That insurance companies which have paid losses are entitled to recover out of this fund the amount by which their losses exceeded their war premium.

The President believes that the court should be continued and given jurisdiction over this class of claims, and he will recommend in his message a bill of that character. He will recommend that the balance of the fund, if any, be invested in United States bonds and that the interest of these bonds shall be used for the encouragement of shipbuilding in the way of subsidies. The recommendation, of course, is based upon the fact that the Alabama award grows out of the destruction of American commerce. The President is confident that a subsidy of this character from the fund would in ten years do much to restore the American carrying trade to the place which it occupied at the outbreak of the rebellion.

For the Shipping List.

THE OLD SHIP MILO.

MR. EDITOR:—I read in the Standard a few days ago that the good old ship Milo had been lost on Pyramid Point, while on her passage from Amoy to Shanghai, in November last. The loss of this ship deserves more than a passing notice. She was built at Newburyport, Mass., in 1811, of Pasture Oak, and sailed in the Boston and Liverpool line for a number of years, to the entire satisfaction of her owners. As business increased, larger vessels were required, and she was sold to parties at Nantucket, for the whaling business, from which port she made several voyages to the Pacific sperm whaling, after which she was sold to New Bedford parties, from which port she made nine or ten successful voyages to the North Pacific and Arctic Oceans. She was a stout, staunch ship, capable of withstanding the ice and gales of the Arctic. On her last voyage to the Arctic, while in command of Capt. Jonathan C. Hawes, of Acushnet, she was captured by the pirate Shenandoe in June, 1865. She took 165 men from the Shenandoe and proceeded to San Francisco, (two boats' crews leaving her to warn the rest of the fleet of the presence of the Shenandoe). In consequence of her capture, her voyage was broken up and prolonged, causing heavy repairs and expenses to her owners, who has, as yet, received but a small sum for the actual loss sustained, but nothing for the breaking up of the voyage. Now while there is nearly \$10,000,000 surplus of the Geneva Award still in the United States Treasury, let us hope that her surviving owners may realize a small pittance in the shape of "consequential damages." For nearly 50 years before her capture her record was a good one, having never failed of remunerating her owners. Now as she has gone she will be remembered by the many men who have sailed in her.

ARRESTED FOR EMBEZZLEMENT.—State Detectives Pinkham and Philbrick last week, arrested, on three charges of embezzlement, Henry S. Richardson, who has been for a long time identified with the Methuen express. The complaints come from Boston. Richardson, it is claimed, carried goods marked C. O. D. from Boston to Methuen, collected money and failed to return the price of the goods to the Boston merchants. The sums thus appropriated were from \$10 to \$75, but amount in the aggregate, it is claimed, to about \$1,200. Richardson has gone into bankruptcy, and says the various amounts are a part of his present indebtedness, as he is advised by a lawyer. The transactions cover a period of several months, and it is proposed to proceed against him on the ground of criminal intent to defraud the parties. He has been arraigned in Lawrence and held for the Superior Court.

A. T. STEWART'S HEIRS.—Another complication has arisen regarding the Will of the late A. T. Stewart, which most people supposed was settled, at least so far as any contestants were concerned. This time the papers come directly from Ireland, and the claimants set forth in affidavits attached thereto that they are first cousins to the late A. T. Stewart. The papers have not yet been filed in court. They have no connection whatever with the claim of the Baileys of Brooklyn, although the same branch of the Stewart family is represented.

THE MASSACHUSETTS LEGISLATURE organized on the 3d inst. Mr. J. B. D. Cogswell of the Cape District was chosen President of the Senate on the 4th ballot.

In the House, Speaker Long and Clerk Marden were complimented by a unanimous vote. Oreb F. Mitchell was elected Sergeant-at-Arms, in copurrence. The election sermon was preached by Rev. B. F. Hamilton.

Hon. James G. Blaine has been nominated unanimously for United States Senator by the Maine republicans.

Assistant District Attorney Charles G. Fisher, recently convicted at Washington of abstracting court papers from the office of Clerk of the court has been sentenced to eleven months imprisonment at hard labor in the common jail.

At a meeting of the passenger agents in New York on the 30 ult., the following advance in passenger rates was determined upon by the trunk lines: New York to Cleveland, Ohio, from \$8 to \$11; Toledo, Ohio, from \$10 to \$13.50; Detroit, Michigan, from \$10 to \$12; Chicago, Ill., from \$13 to \$18; St. Louis, Mo., from \$17 to \$23; Indianapolis, Ind., from \$12 to \$17; Louisville, Ky., from \$15 to \$20; Cincinnati, Ohio, from \$11 to \$16. The rate to Buffalo remains as at present.

ADVANCE IN BREADSTUFFS.—Disparities from the West report the breadstuffs markets at Chicago and Milwaukee as very excited, and prices of wheat have advanced fully two cents per bushel, and corn one cent. Wheat for January delivery sold at Chicago at \$1.27, and at Milwaukee at \$1.28. The strong markets abroad and the warlike news from Turkey are the reasons assigned for the rise.

ARRESTS FOR ROBBERY THE MAILS.—Three former employees of Dodd's Express Company were arrested in New York on the 3d inst., charged with cutting open mail bags and obtaining letters while in transit between New York and Brooklyn and Jersey City. They were turned over to the United States authorities for trial. Warrants are out for others. The post-office authorities decline at present to give any information on the matter.

It has been discovered that John D. Lewis, two years ago a prominent merchant of New York, who left by Will a property estimated to be worth \$250,000, was by birth a negro, born of a slave mother. He moved freely in the best society, and was persecuted with a number of breach-of-promise suits but never married. He began life as a porter, and accumulated all his fortune through his own exertions.

Another advance of 5 cents per 100 pounds has been made on freights from Chicago to New York, via the New York Central, Erie, Pennsylvania and Baltimore and Ohio railroads. This will make the rate on grain and flour from Chicago to New York 35 cents, and on fourth class freights 40 cents. An advance will soon be made on passenger freights.

David Dudley Field is the Representative elect to Congress from the 7th New York district, in place of Smith Ely, Jr., resigned.

The public debt for the month of December shows an increase of \$3,585,142.

Isaac J. Worden of Pittsfield has been held in the sum of \$18,000, for shipping giant powder over the Boston & Albany Railroad to Worcester, contrary to law.

The North American Oyster Company has nearly 15,000 bushels of oysters growing in Marion harbor.

A novelty in the marine line was the arrival of a British ship at San Francisco from Liverpool via the Cape of Good Hope. It is the first arrival by that route on record. The voyage was made in 136 days, and the captain thinks it is the best route.

Admirers of a former mathematical professor at Dartmouth College cite, as a proof of his wonderful gift of calculation, that when he went to Europe he estimated his expenses so accurately that he took enough money to pay all his bills, and returned with only one cent in his pockets.

The Seth Thomas Clock Company of Thomaston, Conn., are manufacturing a little time-keeper called the Nutmeg clock. It is very small and keeps perfect time, regardless of the position it may be placed in. The company are turning them out at the rate of 200 per day, and claim that they could dispose of 20,000 per week had they sufficient manufacturing capacity.

Thirty thousand dollars has been offered by a gentleman toward the completion of Pilgrim monument in Plymouth if it shall be done by the town. A figure of Faith, forty-one feet high, to surmount the monument, is making at Hallowell, Me., and is finished from the waist downward. The figure can be finished by August 1, 1877. The selectmen of Plymouth have called a town meeting to consider the expediency of laying out \$5,000 in grading about Pilgrim monument.

The depression in the horse market at Springfield appears in a recent offer of a good sound pair of blacks weighing 2,200 pounds, and 14 years old for \$100 for the pair, and no takers at that. With the exception of added years, the horses are as good to-day as five years ago, when \$412 was willingly paid for them, and considered a fair price.

Only about \$7,500 out of the remains of the million dollars' worth of greenbacks burned in the safes of the American Express Company near Buffalo a few weeks since can be identified, the company consequently losing in the vicinity of \$993,000.

Upward of one million dollar's worth of war materials in the shape of cartridges, bullets, shells, scabbards, etc., were shipped from New Haven on the 28th ult for Constantinople direct.

Thomas Charlton charged in the Police Court, New York, with being drunk, said while grinning from ear to ear, "I can't deny it your honor." "You don't seem to be very sorry," said the judge. "I'm happy, your honor," said the prisoner, grinning. "What excuse have you?" asked the judge. "Seven excuses,—yes, your honor, seven. Now I don't mind telling you all about it. You see I've got six boys in my family, and last night—its a girl, judge!" Thomas was let off.

A bill has been reported in the United States House of Representatives reducing the fees of United States Marshals to \$5,000 per annum, and fixing the compensation of Deputy Marshals at \$5 per day, and providing for fine and imprisonment when the per diem is paid without service.

MARRIED.

In this city, 1st inst., Mr. Horace B. Johnson, of Arlington, to Miss Mary E. Brightman, of this city; Mr. Ephraim C. Palmer to Emma E. Higgins.

In Acushnet, 2d inst., Mr. Abner P. Pope, of this city, to Miss Ida A. Omeys, of Acushnet.

DIED.

In this city, 31st ult., Eunice, wife of Amittie Hammond, 81; 2d inst., Freddie B., only child of Isaac H. and Mary E. Manchette, 4 years, 2 months and 14 days; Mary Church, 78 years and 3 months.

In South Dartmouth, 2d inst., Mary E., widow of the late Richard B. Stowell, 70 years and 3 months.

In Providence, 30th ult., Miss Mary Pitman, daughter of the late Benjamin Pitman, of Newport.

In Nantucket, 20th ult., Mary, widow of George Higgins, 81; Tilden B., infant son of Obed R. and Hannah M. Chase; 29th, Joseph Sylvester, 78.

FOR THE AZORES.

THE Al clipper bark MODESTA, will run as a regular packet between Boston and the Azores Islands.

For freight or passage apply to

CAPT. WILLIAM LEWIS,
No. 13 Hamilton Street, New Bedford.
MEDINA, BROTHERS,
No. 39 Lewis Wharf, Boston.

MANUEL J. SEQUEIRA,
Fayal, W. I.

OR SILVA, CABRAL & CO.,
St. Michaels, W. I.

april 17-76-11

CHARLES T. BONNEY,

ATTORNEY AND COUNSELLOR AT LAW

AND

Proctor in Admiralty.

NO. 42 NORTH WATER ST.,

NEW BEDFORD.

Whaling voyages and maritime claims settled with dispatch.

may 27-76-11

THE TAUNTON COPPER CO.

OFFER FOR SALE

Yellow Metal and Copper Sheathing.

BOLTS, SPIKES, NAILS, &c.,

Old Metal taken in exchange for new.

John P. Knowles, 2d, Agent.

Corner Commercial and Front Sts.

NEW BEDFORD, MASS.

april 27-76

I. H. BARTLETT & SONS,

(Established in 1819.)

PURCHASERS OF

Oils, Whalebone, Candles &c.,

ON COMMISSION.

NEW BEDFORD, MASS

IVORY H. BARTLETT, JR.,

GEO. F. BARTLETT.

CHARLES R. SHERMAN,

NAUTICAL, MATHEMATICAL, and

OPTICAL INSTRUMENTS.

Charts, Nautical Books, Patent

Logs, Stationery, &c.,

No. 40 North Water Street,

NEW BEDFORD.

SEXTANTS, QUADRANTS, SPY GLASSES

COMPASSES, &c., repaired in a workman-

like manner, and on reasonable terms.

All orders thankfully received, and

promptly executed.

oct 29-74-11

CORDAGE.

THE NEW BEDFORD CORDAGE COM-

PANY are now prepared to furnish at

short notice

GANGS OF RIGGING,

Of all sizes, and of the best manufacture.

MANILLA AND HEMP WHALE LINE,

Made from pure Manilla and Russia Hemp.

All orders sent to L. A. PLUMMER, Treas-

urer, Rutch's Square, New Bedford, Mass.,

will be promptly attended to.

RICHARD S. HOWLAND,

SHIPPING

AND

COMMISSION MERCHANT,

No. 18 Market Street,

SAN FRANCISCO,

P. O. Box 382. California.

REFERENCES:

George & Matthew Howland, N. Bedford

Ivory H. Bartlett & Sons, N. Bedford

William W. Crapo, Esq., N. Bedford

Charles Brewer & Co., Boston,

Charles D. Owen, Providence.

E. A. Mather, 4th Nat. Bank, New York.

may 29-75-11

J. E. BLAKE & CO.,

Druggists and Apothecaries.

With care and attention to business, and

(as we trust), with the reputation of

honest and fair dealings secured by a long

business experience, we hope to merit and

receive a fair share of public confidence

and patronage.

Our stock, which we intend shall be the

largest and most complete in this section

comprises everything required to meet the

wants of Physicians, Dealers, and the re-

tail trade. Physicians can rely upon hav-

ing their

WHALEMEN'S

SEAFARING MEN WILL DO WELL TO CALL AT
SANDERS'
STAR CLOTHING HOUSE!
108 & 112 UNION STREET,
NEW BEDFORD,

Before Purchasing any Clothing.

THE LARGEST AND MOST EXTENSIVE ASSORTMENT OF GOODS
IN BRISTOL COUNTY,

CAN BE FOUND AT THIS ESTABLISHMENT. Seamen Infitting and Outfitted at far
more reasonable prices than the regular Seamen's Stores. Money will be saved by
trading at this Store.

REMEMBER THE NUMBER AND STREET.
CUT THIS OUT AND SAVE IT.

SANDERS' STAR CLOTHING HOUSE
108 & 112 Union Street, New Bedford, Mass.

WHALEMEN ATTENTION!

Bomb Guns and Lances

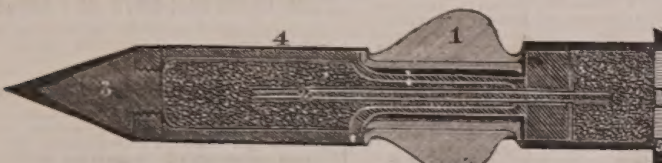


THE UNDERSIGNED HAS THE AGENCY AND OFFERS FOR SALE

**CUNNINGHAM & COGAN'S CELEBRATED BREECH-
LOADING BOMB GUNS,**

— ALSO —

PATENT BOMB LANCES & CARTRIDGES COMBINED.



These Guns and Lances are pronounced by all who have seen and ex-
amined them, to be SUPERIOR to all other kinds, and are recommended
in the STRONGEST terms.

The Superiority of these Guns over all others, is that they can be Loaded and
Discharged

TEN TIMES A MINUTE.

You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well
under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to

WILLIAM LEWIS, Agent,

No. 13 Hamilton Street, - - - New Bedford, Mass.

J. T. RICHARDSON,

At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.

— DEALER IN —

FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,

Also a full assortment of
BEST QUALITY
CLOTHING
GENTS' FURNISHING GOODS,
FINE and Fancy SHIRTS, UNDER-
WEAR, and DRAWERS, COLLARS,
and CAPS, &c., &c., &c.
CUSTOM AND READY MADE
OF THE BEST QUALITY.
Constantly on hand, and at
LOW PRICES.
GENTLEMEN'S
OUTFITTING GOODS.



"NOT SOLD YET."

A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS,
A cordial invitation is extended to my SEA-FARING FRIENDS to call and examine
before purchasing elsewhere.

REMOVAL TO 117 UNION STREET.

NEW STORE AND NEW GOODS.
TABER, READ & GARDNER.

MERCHANT TAILORS, AND DEALERS IN GENTS' FURNISHING GOODS,
CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &C.,

And a general assortment of Goods usually found in a First Class Tailoring establish-
ment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guaran-
tee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS

We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS.
A cordial invitation is extended to you; call and examine, all of which will be sold
at low prices.
EDWARD T. TABER. JOSEPH R. REED. DARIUS P. GARDNER.

LEANDER BRIGHTMAN & CO.,

SUCCESSORS TO PELEG SLOCUM & CO.

**NO. 15 SOUTH WATER ST.,
NEW BEDFORD, MASS.**

DEALERS in all kinds of English, French, German and American Dry Goods and
Gentlemen's Furnishings of every description, also a complete assortment of Cloths,
Cassimere Vesting, and Ready Made Clothing of all kinds together with

SEAMEN'S INFITTING AND OUTFITTING GOODS,

Of the best quality, to all of which our seafaring friends and the public are invited to in-
spect. Garments of all kinds made to order in the best style, and warranted to set, at
short notice. Being thankful for past favors, would respectfully solicit a continuance
of the same.
LEANDER BRIGHTMAN. FREDERICK B. BRIGHTMAN.

SHIPPING LIST AND MERCHANTS' TRANSCRIPT JANUARY 9, 1877.

J. & W. R. WING & CO.,

Have removed to their new Brick Building,

111 UNION STREET, NEW BEDFORD,

BUILT AND ARRANGED EXPRESSLY FOR THE

**CUSTOM AND READY MADE
CLOTHING BUSINESS.**

A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,

FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into Garments
ordered by customers.



READY MADE CLOTHING
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
FURNISHING GOODS.

AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS,
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING,
WILLIAM R. WING, HIRAM W. WENTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store
SIMEON DOANE & SON
Will continue in the same business as heretofore at

NO. 55 UNION STREET,

Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ship," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of

READY MADE CLOTHING

— AND —

FURNISHING GOODS,

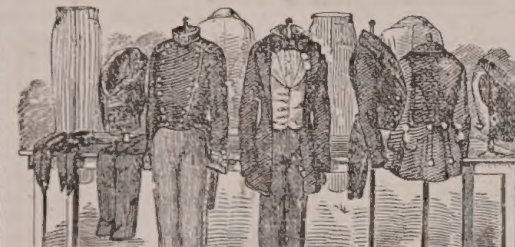
And a full line of CLOTHS, CASSIMERES, &c., for Custom trade
The business hereafter will be conducted under the style of **DOANE & CO.**
P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.

SIMEON DOANE,

J. H. J. DOANE.

MOSES C. SWIFT,

MERCHANT



TAILOR,

No. 1281-2 UNION STREET, NEW BEDFORD.

CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE.

Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city
customers buy the goods.

FOREIGN HOUSES.

**BARBADOES, West Indies.
W. P. LEACOCK & CO.,
SUCCESSORS TO
NOBLE TOWNER.**

The undersigned beg to give notice to
owners, agents and masters of whaling
vessels, that they have succeeded in getting
the tonnage dues removed from whaling
vessels visiting this port for the purpose
of shipping their oil. They are now allowed
to ship whatever quantity of oil they may
desire on payment of twenty-four cents per
barrel of 31½ gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was
formerly imposed.

The expenses attendant on shipment of
oil at this port are as follows:
A package duty of twenty-four cents per
barrel. Harbor dues, 83; Anchorage fee,
82; Bond at Custom House, 83; and a Har-
bor Police Fee, as follows:—Vessels not
exceeding 100 tons, 82; not exceeding 200
tons, 82.50; not exceeding 300 tons, 83;
exceeding 300 tons and upwards, 84.
They still continue, as heretofore, to supply
stores, and negotiate drafts on the same
favorable terms; as well as receive and
ship home oil at the rate of One Dollar and
Twenty-Five cents per barrel, (delivered at
New York or Boston) free of all other charges
except insurance, which will be effected
on the most favorable terms when required.
Masters of whaling vessels when coming
into the harbor are particularly cautioned
against accepting the services of any per-
son offering themselves as Pilots, as there
are none licensed by the Government, and
none needed, there being no obstructions
in the Bay.

On coming to anchor, masters are
also informed that the middle part of Car-
le Bay, from the Northerly to a Southerly
direction, between Needham's Point Buoy,
and Pelican Reef, (on the latter of which a
large wooden Lazzaretto is erected), is of
great depth, varying from 20 to 30 fathoms,
and by running well past the Buoy to the
leeward of the shipping in the lower part
of the Bay, they will find good bottom at
from 6 to 8 fathoms.

There is now no direct communication
with this place and the United States by
mail.
Masters of vessels calling off the Harbor
and not wishing to anchor may obtain let-
ters by coming on shore in a boat, after
having been first boarded by the Health
Officer—and will only incur the expense of
that officer's fee—81.
New Bedford papers always on file for in-
spection.

W. P. LEACOCK & CO.

Boston, Clinton, Fitchburg &
New Bedford R. R.



BOSTON, TAUNTON, PROVIDENCE,

MARTHAS' VINEYARD.

On and after Monday September 4th, 1876,
trains will run as follows:

LEAVE NEW BEDFORD, For

Boston, via Boston and Providence Rail-
road, at 7.30, 8.10, 10.25 A. M., and 3.40 P. M.

Providence, at 7.30, 8.10, 10.25 A. M., and
3.40 P. M.

Taunton, at 7.30, 8.10, 10.25 A. M., and
3.40 P. M.

Martha's Vineyard, at 7.30, 8.10, 10.25 A. M., and
3.40 P. M.

Howland's, at 8.00 A. M., and 3.40 P. M.

East Freetown, at 7.30 A. M., and 3.40 P. M.

Brattle's, at 8.00 A. M., and 3.40 P. M.

Acushnet, at 7.30 and 10.25 A. M., and 3.40 P. M.

Worcester, via Mansfield and South Fram-
ingham, at 10.25 A. M., and 3.40 P. M.

Lowell, at 10.25 A. M., and 3.40 P. M.

Fitchburg, at 10.25 A. M., and 3.40 P. M.

Fall River, at 7.30 and 10.25 A. M., and 3.40 P. M.

Newport, at 7.30 and 10.25 A. M., and 3.40 P. M.

New York, via SHORE LINE, at 7.30 and
10.25 A. M., and 3.40 P. M.

New York, via STONINGTON, at 3.40 P. M.

LEAVE TAUNTON, For

Boston, at 8.00, 9.40 and 11.10 A. M., and 4.30 P. M.

Providence, at 8.10 and 11.15 A. M., and 4.30 P. M.

Martha's Vineyard, at 8.10 and 11.15 A. M., and 4.30 P. M.

Howland's, at 8.10 and 11.15 A. M., and 4.30 P. M.

East Freetown, at 8.10 and 11.15 A. M., and 4.30 P. M.

Brattle's, at 8.10 and 11.15 A. M., and 4.30 P. M.

Acushnet, at 8.10 and 11.15 A. M., and 4.30 P. M.

Worcester, via Mansfield and South Fram-
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Lowell, at 10.25 A. M., and 3.40 P. M.

Fitchburg, at 10.25 A. M., and 3.40 P. M.

Fall River, at 7.30 and 10.25 A. M., and 3.40 P. M.

Newport, at 7.30 and 10.25 A. M., and 3.40 P. M.

New York, via SHORE LINE, at 7.30 and
10.25 A. M., and 3.40 P. M.

New York, via STONINGTON, at 3.40 P. M.

LEAVE BOSTON, via OLD COLONY Railway,

Martha's Vineyard, at 7.30 A. M., and 2.57 P. M.

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**BOSTON WEEKLY JOURNAL
FOR 1877.**

ESTABLISHED IN 1833.

THE NEWSPAPER OF NEW ENGLAND.

For forty-three years it has been
honored with the patronage of the in-
telligent people of the East, and its
proudest claim to consideration
derived from the fact that its
readers are its warmest friends.

JANUARY 16, 1877.

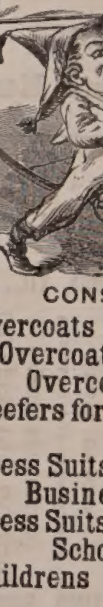
NAME.	ED.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.	All	Ed	Oh	
							SP.	wh.	SP.	wh.
NEW BEDFORD.										
N A R Tucker, bark	145	Baker.	Joseph & William R Wing.	December 12, 76	Atlantic Ocean.					
Abm Barker, bark	145	Thacher.	Joseph & William R Wing.	October 26, 76	Pacific Ocean.	No date, at sea, no lat &c.	150	80	150	80
Adeline Lawrence, bk	100	Fisher.	William Lewis.	May 4, 76	Atlantic Ocean.	May 31, 76, at sea, lat 40 N, lon 43 W.	320			
Adeline Gibbs, bark	327	Snell.	Jonathan Bourne.	August 9, 76	Atlantic Ocean.	November 4, 76, sailed from Fayal.	360	600	135	600
A Houghton, bark.	219	Sinclair.	John T Richardson.	May 23, 76	Hudson's Bay.					
Alaska, bark.	347	Jonas Bourne.	Jonathan Bourne.	June 1, 76	Pacific Ocean.	October 10, 76, sailed from Flores.	280			
Amelia, bark.	115	Brady.	Loring Brady.	December 27, 76	Atlantic Ocean.	November 16, 76, sailed from St Helena.				
Arnold, bark.	240	Howland.	Loum Snow, Jr.	July 1, 76	Atlantic Ocean.	October 10, 76, sailed from Fayal.	12		12	
Atlantic, bark.	291	Wing.	Joseph & William R Wing.	August 8, 76	Indian Ocean.	May 29, 76, off New Ireland.	450		450	
Avola, bark.	230	Bourne.	John P Knowles, 2d.	July 10, 74	Indian Ocean.					
Bart Gosnell, bark.	365	Robinson.	Charles R Tucker & Co.	May 23, 76	Atlantic Ocean.	November 15, 76, at sea, no lat &c.	300		150	
Bounding Billow, brk	240	Luce.	Gifford & Cummings.	September 13, 76	Pacific Ocean.	October 23, 76, at sea, lat 16, lon 25.	20		30	
Callao, bark.	299	Craw.	Taber, Gordon & Co.	November 30, 76	Indian Ocean.	September 16, 76, sailed from Mahe.	160		160	
California.	367	Brightman.	Charles R Tucker & Co.	November 8, 76	Pacific Ocean.	November 23, 76, at Pico.	900	10	900	
Campan, bark.	302	Sherman.	John T Richardson.	December 8, 74	Indian Ocean.	November 17, 76, in King George's Sound.				
Catalpa, bark.	302	John T Richardson.	John T Richardson.	April 23, 76	Atlantic Ocean.	Arrived August 24, 76, 40 sperm.	375			
Charles W Morgan, bk	314	Tinkham.	Joseph & William R Wing.	September 6, 76	Atlantic Ocean.	November 14, 76, at sea, lat 23 N, lon 24 W.	100			
Cleora, bark.	240	Day.	Swift & Allen.	May 23, 76	North Pacific Ocean.	Arrived September 24, 76, 900 sperm.	130			
Cleora, bark.	240	Day.	Swift & Allen.	May 23, 76	North Pacific Ocean.	August 5, 76, at Tahiti, in distress.	630	1320	180	350
Coral, bark.	361	Marvin.	Taber, Gordon & Co.	December 4, 72	Pacific Ocean.					
Daniel Webster.	327	Swift & Perry.	George & Matthew Howland.	In port.	Atlantic Ocean.	Arrived May 2, 72, 85 sperm 300 whale.				
Desdemond, bark.	328	Peaker.	Jonathan Bourne.	July 20, 76	Atlantic Ocean.	October 3, 76, sailed from Fayal.	150	700		150
E Cornali, bark.	225	Swift & Perry.	John McCullough.	In port.	Atlantic Ocean.	November 21, 76, sailed from St Helena.				
E B Phillips, bark.	156	Francis.	Jonathan Bourne.	November 1, 76	Atlantic Ocean.	Arrived September 4, 76, 470 sperm.				
Eliza, bark.	236	Dimond.	Jonathan Bourne.	November 28, 74	Pacific Ocean.	December 5, 76, at San Francisco.	200		150	
Emma Adams, brig.	107	Potter.	William Lewis.	October 7, 76	Atlantic Ocean.	November 21, 76, at Bravo.	125			
Europa, bark.	323	Fenniman.	Swift & Perry.	September 12, 76	Pacific Ocean.	November 20, 76, sailed from Tumbes.	380			
Falcon, bark.	288	Herenden.	Thomas Knowles & Co.	October 26, 76	Pacific Ocean.	December 3, 76, at St Jago.	140		450	
Gazelle, bark.	77	Mosher.	Swift & Allen.	August 29, 76	Atlantic Ocean.	October 30, 76, at Talcahuano.	470	40	80	
General Scott, bark.	316	Robbins.	John T Richardson.	July 7, 76	Indian Ocean.	November 20, 76, sailed from Madeira.	600	340		
George & Mary, bark	105	Cannon.	Jonathan Bourne.	May 4, 75	Atlantic Ocean.	September 26, 76, at sea, no lat &c.	280			
George & Mary, bark	343	Heyer.	George & Matthew Howland.	September 17, 74	Atlantic Ocean.	November 16, 76, sailed from St Helena.	1250	1250	90	780
Grayhound, bark.	163	Allen.	Abbott P Smith.	October 29, 74	Indian Ocean.	Arrived September 29, 76, 260 sperm.	350		350	
Hadley, bark.	163	Cleveland.	William Lewis.	October 29, 74	Atlantic Ocean.	September 4, 76, at Fayal.	670	15		
Helen Mary, bark.	324	Baudry.	Swift & Allen.	July 6, 76	North Pacific Ocean.	September 15, 76, sailed from Fayal.	400		400	
Hon He, bark.	311	Baker.	John T Richardson.	October 19, 76	Indian Ocean.	September 11, 76, at Paita.	100		100	375
Hunter, bark.	355	Holt.	Jonathan Bourne.	September 20, 76	Pacific Ocean.	November 27, 76, sailed from St Helena.	340	30	340	
James Arnold.	346	Wilson.	Taber, Gordon & Co.	June 5, 74	Pacific Ocean.	June 18, 76, at sea, no lat &c.	1400		606	
Janus, bark.	276	Swift & Perry.	George & Matthew Howland.	In port.	Pacific Ocean.	November 15, 76, at Bay of Islands.				
Java, bark.	309	Colson.	Swift & Perry.	October 3, 72	North Pacific Ocean.	Arrived November 4, 76, 30 sperm.				
Jireh Perry.	316	Chace.	Thomas Knowles & Co.	September 27, 76	Indian Ocean.	Arrived January 1, 77, 250 sperm.	330	3200		
John Dawson, bark	319	Gait.	Thomas Knowles & Co.	June 1, 76	Pacific Ocean.	November 16, 76, at San Francisco, clean.	625		60	
John Howland, bark	327	Cole.	William O Brownell.	June 3, 72	Pacific Ocean.	September 28, 76, at sea, no lat &c.	250	80	190	80
John P West, bark.	338	Manchester.	Simon N West.	May 4, 76	Pacific Ocean.	August 5, 76, off Mahe.	1150	2000		150
John & Winthrop, bk	353	Shiverick.	John P Knowles, 2d.	July 19, 76	Pacific Ocean.	November 26, 76, at Paita.	1050		550	
Kathleen, bark.	206	Howland.	Joseph & William R Wing.	July 19, 76	Indian Ocean.	November 27, 76, sailed from Fayal.	12		12	
Kathleen, bark.	206	Howland.	Joseph & William R Wing.	July 19, 76	Indian Ocean.	November 21, 76, sailed from St Helena.	440		225	
Laconia, bark.	157	Gifford.	William Lewis.	May 30, 76	Indian Ocean.	October 23, 76, on Coast of Arabia.	450		450	
Lagoda, bark.	371	Lewis.	Jonathan Bourne.	July 21, 73	Pacific Ocean.	September 29, 76, sailed from Teneriffe.	160			
Linda Stewart, bark	236	Wilson.	William Lewis.	July 15, 76	Atlantic Ocean.	July 14, 76, at sea, no lat &c.	1130	250	1100	250
Louisia, bark.	303	Millard.	Swift & Allen.	August 11, 74	Atlantic Ocean.	November 17, 76, at Teneriffe.	700		560	
Lydia, bark.	329	Praro.	Baylies & Cannon.	June 18, 74	Pacific Ocean.	November 2, 76, sailed from St Helena.	640	900	400	
Mary, bark.	166	Tripp.	William R Tucker & Co.	August 1, 76	Indian Ocean.	November 21, 76, sailed from Bravo.	1150		100	
Mary & Susan, bark	327	Handy.	Thomas Knowles & Co.	August 11, 74	Pacific Ocean.	October 23, 76, at sea, lat 14 58 S, lon 31 06.	44	75		75
Matipolsett, bark.	110	Lawton.	Abbott P Smith.	August 7, 76	Atlantic Ocean.	November 23, 76, sailed from Talcahuano.	1750		1650	
Mercury, bark.	311	Brooks.	William Phillips & Son.	December 14, 76	North Pacific Ocean.	October 16, 76, sailed from Teneriffe.	60			
Mercia, bark.	336	Dowling.	Charles R Tucker & Co.	November 27, 76	Indian Ocean.	November 17, 76, at sea, lat 25 51, lon 94 62.	190		70	
Milford, bark.	313	Lapham.	Joshua C Hitch.	October 5, 76	Atlantic Ocean.	November 13, 76, sailed from Fayal.	100			
Milton, bark.	373	Stivers.	Taber, Gordon & Co.	December 28, 76	North Pacific Ocean.	October 3, 76, sailed from Fayal.	1250		500	
Minerva, bark.	337	William Lewis.	John McCullough.	In port.	Indian Ocean.	January 3, 77, sailed from San Francisco.	250	2235		260
Morning Star, bark	243	Allen.	Joshua C Hitch.	July 11, 76	Indian Ocean.	October 31, 76, sailed from Fayal.	100			
Mt Wollaston, bark.	326	Barker.	Swift & Allen.	July 5, 72	North Pacific Ocean.	No date, at sea, no lat &c.	100			
Napoleon, bark.	322	Turner.	Jonathan Bourne.	July 13, 74	Atlantic Ocean.	January 3, 77, sailed from San Francisco.	250	2235		260
Naudia, bark.	247	Hale.	Gideon Allen & Son.	July 25, 74	Pacific Ocean.	October 11, 76, at Valparaiso.	800		800	
Niger, bark.	112	Taber.	Taber, Gordon & Co.	October 26, 76	Pacific Ocean.	November 15, 76, at Talcahuano.	1750		1320	
Norman, bark.	361	Campbell.	Loum Snow, Jr.	October 9, 75	North Pacific Ocean.	September 4, 76, at sea, no lat &c.	170		370	320
Northern Light, bark	385	Smith.	Jonathan Bourne.	October 10, 71	Pacific Ocean.	December 1, 76, at sea, no lat &c.	160	500		500
Ohio, bark.	288	Holmes.	Ivory H Bartlett & Sons.	July 21, 74	Atlantic Ocean.	January 3, 77, sailed from San Francisco.	430	4650		1400
Ohio, 2d, bark.	363	Smith.	Ivory H Bartlett & Sons.	July 21, 74	Atlantic Ocean.	October 21, 76, sailed from St Helena.	1350		700	
Osmanli, bark.	292	Osborn.	Swift & Perry.	July 6, 75	Atlantic Ocean.	October 3, 76, sailed from Teneriffe.	100			
Ospray, bark.	173	Gifford & Cummings.	Gifford & Cummings.	July 30, 75	Pacific Ocean.	November 17, 76, at sea, lat 25 51, lon 94 62.	370			
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	November 1, 76, at San Jose.	170	220	100	220
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.	Arrived October 26, 76, 220 sperm.				
Ospay, bark.	173	Swift & Allen.	Swift & Allen.	In port.	Pacific Ocean.</					

OFFICE OF THE
Atlantic Mutual
INSURANCE COMPANY.
New York, January 24th, 1876,
The Trustees, in conformity to the Charter of the Company, submit the following statement of its affairs on the 31st December, 1875:
Premiums received on Marine Policies from 1st January, 1875, to 31st December, 1875, \$5,840,021.88
Premiums on Policies not marked off 1st January, 1875, 2,405,372.87
Total amount of Marine Premiums, \$8,245,394.75
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.
Premiums marked off from 1st January, 1875, to 31st December, 1875, \$6,123,134.68
Losses paid during same period, 1,712,058.06
Returns of Premiums and Expenses, 1,217,477.21
The Company has the following ASSETS, viz.:
United States and State of New York Stocks, City, Bank and other Stocks, \$10,314,940.00
Bonds secured by Stocks, and other Bonds, 2,544,200.00
Real Estate and Bonds and Mortgages, 287,000.00
Interest, and sundry notes and claims due the Company, estimated at, 544,037.92
Premium Notes and Bills Receivable, 2,076,300.
Cash in Bank, 363,402.41
Total amount of assets, \$16,019,940.82
Six percent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next.
The outstanding certificates of the issue of 1872, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the first of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.
A dividend of FORTY PER CENT. is declared on the net earned premiums of the Company, for the year ending 31st December, 1875, for which certificates will be issued on and after Tuesday, the fourth of April next.
By order of the Board,
J. H. CHAPMAN Secretary.

TRUSTEES:
John D. Jones, William H. Webb,
Charles Dennis, Gordon W. Burnham,
A. H. Moore, Frederick Chauncey,
N. C. Coit, Charles P. Burdett,
W. C. Curtis, Francis Skiddy,
Charles H. Russell, Robert B. Minburn,
J. H. Holbrook, Robert L. Stuart,
J. A. Phelps, James G. DeForest,
J. A. Lane, Alexander V. Blake,
J. C. Bryce, Charles D. Leverich,
J. C. Miller, Charles H. Marshall,
J. H. Sturgis, Adolph Lemoyne,
J. H. Elliott, George W. Lane,
J. H. Dodge, Adam T. Sackett,
J. A. Low, Thomas F. Youngs,
J. A. Hand, Horace Gray,
J. H. Hewlett, Winthrop G. Ray,
J. H. Corlies, Samuel Hutchinson

JOHN D. JONES, President,
CHARLES DENNIS, Vice-President,
A. H. MOORE, 2d Vice-President

NOW READY!
THE LATEST
FALL AND WINTER STYLES
OF CLOTHING, AT
CHARLES FISHER'S



CONSISTING OF
Overcoats for Men,
Overcoats for Boys,
Overcoats for Children,
Reefers for Men,
Reefers for Boys,
Press Suits for Men,
Business Suits for Men,
Press Suits for Boys,
School Suits for Boys,
Childrens Dress and Play
Suits,
AND A LARGE ASSORTMENT OF
HEAVY CLOTHING
for Men and Boys to Select From,
—A T—
Charles Fisher's,
4 PURCHASE STREET,
New Bedford, Mass.
OPPOSITE CITY CLOCK.
WHALING GUNS.
The subscriber flatters himself that his BOMB LANCE for killing whales has the reputation so thoroughly established that any comment in an advertisement is unnecessary. Thankful for past favors, hopes to merit a continuance of the same. Lances are for sale by the following agents, and at the manufactory, by
J. A. BRAND.
New Bedford, Mass., Feb. 29, 1876.
AGENTS.
Edward P. Haskell, New Bedford, Mass.
Union Wharf Co., Provincetown, "
Eman Smith, 21 Fulton St., Boston, "
Rockwood & Co., New York City, N. Y.
Barnes & Bates, New London, Ct.
C. Merrill & Co., San Francisco, Cal.
W. Pierce & Co., Honolulu, H. I.
A. BARKER, Russell, Bay of Islands, New Zealand.

J. E. BLAKE & CO.,
Druggists and Apothecaries.
WITH care and attention to business, and (as we trust), with the reputation of honest and fair dealings secured by a long business experience, we hope to merit and receive a fair share of public confidence and patronage.
Our stock, which we intend shall be the largest and most complete in this section comprises everything required to meet the wants of Physicians, Dealers, and the retail trade. Physicians can rely upon having their
Prescriptions Prepared only by Competent and Careful Persons, and in all other things it shall be our constant aim to gain the confidence and esteem of our patrons.
J. E. BLAKE & CO.,
54 NORTH SECOND STREET, COR. MIDDLE
CHARLES R. SHERMAN, and
NAUTICAL, MATHEMATICAL, and
OPTICAL INSTRUMENTS,
Charts, Nautical Books, Patent
Logs, Stationery, &c.,
No. 49 North Water Street,
NEW BEDFORD.
SEXTANTS, QUADRANTS, SPY GLASSES
COMPASSES, &c., repaired in a workmanlike manner, and on reasonable terms.
All orders thankfully received and promptly executed.
PHINEAS WHITE, JR.,
—FURNISHES THE—
PENDULUM PUMP.
THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.
Mr. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of Plumbing on the most reasonable terms. Call at No. 24 William street.
H. A. POLHAMUS. H. A. POLHAMUS, JR.
H. A. POLHAMUS & SON,
SUCCESSORS TO
LYLES & POLHAMUS,
COMMISSION MERCHANTS
IN
OILS, WHALEBONE, &c.,
OFFICE, 140 FRONT STREET,
NEW YORK
ESTABLISHED 1841.
CORDAGE.
THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish at short notice
GANGS OF RIGGING,
Of all sizes, and of the best manufacture.
MANILLA AND HEMP WHALE LINE,
Made from pure Manilla and Russia Hemp.
All orders sent to L. A. PLUMMER, Treasurer, Kotch's Square, New Bedford, Mass., will be promptly attended to.
RICHARD S. HOWLAND & SONS,
SHIPPING AND
COMMISSION MERCHANT,
No. 18 Market Street,
SAN FRANCISCO,
P. O. Box 352. California.
REFERENCES:
George & Matthew Howland, }
Ivory H. Bartlett & Sons, } N. Bedford
William W. Crapo, Esq., }
Charles Brewer & Co., Boston, }
Charles D. Owen, Providence, }
E. A. Mauriac, 4th Nat. Bank, New York. }
J. C. MERRILL & CO.
SHIPPING AND COMMISSION MERCHANTS,
204 & 206 CALIFORNIA STREET,
SAN FRANCISCO, California.
Particular attention paid to the sale of Merchandise, purchasing and shipment of California and Oregon Produce, chartering of vessels effecting Insurance, &c.
Liberal advances made on consignments.
REFERENCES:
William J. Rother, }
Leander A. Pomer, }
James D. Thompson, }
William H. Matthews, }
Weston Howland, }
George Barney, }
Edward Merrill, }
S. Griffiths Morgan. }
CHARLES T. BONNEY,
ATTORNEY AND COUNSELLOR AT LAW
AND
Proctor in Admiralty.
NO. 42 NORTH WATER ST.,
NEW BEDFORD.
Whaling voyages and maritime claims settled with dispatch.
A. W. PEIRCE. I. B. PETERSON
A. W. PEIRCE & CO.,
(Successors to C. L. Richards & Co.,)
SHIP CHANDLERS,
—AND—
General Commission Merchants,
HONOLULU, H. I.
—AGENTS—
Pouloa Salt Works; Brand's Bomb Lances;
Perry Davis' Pain-Killer.
COOPERAGE!
J. H. BURNS. H. GRUBE.
J. H. BURNS & CO.,
BEGS LEAVE TO NOTIFY THE PUBLIC that they have purchased the entire stock in trade of the late James L. Lewis, and that they will continue to carry on the business of
Coopering and Guaging,
At No. 32 Fort Street,
HONOLULU, H. I.
Where they will be found prepared to execute all orders in their line
Casks, Kerosene Oil Containers
FOR TALLOW &c., &c., always on hand.

The Whalemens' Shipping List,

NEW BEDFORD:
TUESDAY MORNING, JAN. 16, 1877.
REVIEW OF THE WHALE-FISHERY
FOR 1876.

We lay before our readers to-day our Thirty-Third Annual Review of the Whale-fishery of the United States.

During the year but few disasters were reported among whalemens, until late in the Fall, when news reached us of the destruction of a number of the Arctic fleet, and the probable loss of many lives, which cast a cloud of sadness over the community.

The success of the business the past year has been fair, the arrivals at this port showing nineteen profitable voyages, while fourteen resulted in a loss, this being fully up to the average of late years.

The building of ships for the whaling service marks a new era in the business, and is an encouraging feature. We welcome them as adding to the character of the fleet, which has suffered of late by the adding of worn out merchant vessels, which obtain insurance at the same rates as new ships just from the stocks.

The present whaling fleet, after deducting the recent losses in the Arctic Ocean, is 172 vessels against 169 January 1st, 1876, and 163 in 1875, and the number at sea January 1st, 1877, was 146 vessels against 137 a year ago, and 119 in 1875. Five barks are being built for the business, and others will follow, while from the merchant service there is a prospect of adding a number of vessels, thus making the fleet larger than it has been for years. Should the catch be proportionate to the number of vessels in the business, the importation of oil would be in excess of the demand, but all our past experience has shown, that, with an increase of the fleet, many of the whaling grounds are over-crowded, and the result is a smaller average to each.

The Arctic Ocean has again been a scene of disaster. Of a fleet of 20 vessels, 12 were lost or abandoned in the ice, and while the masters with most of the officers and crews were enabled to escape, more than fifty men were left behind, who were unequal to the exertion necessary to save their lives. But the sad and fatal result of pushing too far North, will, we hope, be a lesson to our whalemens in future, not to venture where there seems hardly a chance of escape when opposing circumstances arise.

The average catch of the vessels not lost including two on Kodiak and Bristol Bay, was 556 bbls. oil and 4,235 pounds whalebone, aggregating to 8 vessels 5,230 bbls. oil and 33,800 pounds of bone. A few vessels cruised in Hudson's Bay and Cumberland Inlet with fair results. Humpbacking has been neglected the past year, except on the African Coast, where the catches were unusually good.

In sperm whaling the success has been varied, vessels having been fortunate in the North Atlantic, on Chili and the Off Shore Ground, while in other quarters the catch has been moderate or quite small. In the North Atlantic upwards of 13,000 bbls. of sperm oil were taken, a larger yield than for many years. Whales were plenty, and many vessels took large fares. On Chili and the Off Shore Ground the fleet were very successful, nearly every one getting an unusual catch, while on New Zealand the results have been moderate. On the River Platte a few vessels did very well, but the majority took but little oil, and on the Congo River with two or three exceptions, the fleet has done poorly, it being a small ground and over-crowded with vessels. In the Indian Ocean we cannot report anything better, there being too large a fleet, and consequently the catch has been very small. There is a growing tendency of late years for ships to congregate on small grounds, in order to look for the oil which somebody caught the previous year, and a persistence in this course ruins our best whaling opportunities. The success of the vessels in the Pacific Ocean is largely due to their character and appointments. They are the crack ships of the fleet, have been many years in the service, and consequently have vast superior opportunities for being well commanded, officered and manned.

For the coming year the whaling fleet will be distributed about as follows:—North Atlantic, 80 vessels; Congo River and Coast of Africa, 20 vessels; Indian Ocean, 13 vessels; New Zealand, 15 vessels; Chili and Off Shore, 20 vessels; Soolo Sea, 3 vessels; North Pacific, 20 vessels; Cumberland Inlet and Hudson's Bay, 5 vessels.

The number of vessels expected to arrive at this port the coming year is 22, of which 9 will apparently make good voyages.

Oil and Bone have been in moderate demand. Sperm Oil opened the year at \$1.60, declined to \$1.42 in April, \$1.36 in May, \$1.25 in the Summer months, and in the Fall advanced to \$1.40 per gallon, which was maintained to the close of the year. Whale Oil opened at 70 cents, declined to 58 cents in the Summer and Fall months, and in October advanced to 70 cents, at which price the year closed. Humpback and South Sea Oils have corresponded to the price of Whale, selling generally at 5 cents less per gallon. Whalebone from \$1.30 in January, advanced to \$1.50 in February, and \$2.00 in March, at about which figure it continued till news reached us in October of the loss of the Arctic fleet, when it advanced to \$2.50 and later to \$3.50 per pound, at which price the year closed.

The imports for 1877 we estimate at 40,000 to 45,000 bbls. of Sperm Oil, 18,000 to 20,000 bbls. of Whale Oil, and 75,000 to 200,000 pounds of Whalebone.

IMPORTATIONS
Of Sperm Oil, Whale Oil, and Whalebone into the United States in 1876:

	Bbls.	Sp.	Bbls.	Wh.	Lbs.	Bone.
New Bedford,	80,324	26,536	95,484			
Fairhaven,	17	22				
Marion,						
Dist. of N. Bedford,	30,478	26,557	95,484			
Provincetown,	1,114	764				
Rosier,	80	4,374	24,744			
New London,	5,106	6,649	22,000			
New York,		676	10,400			
San Francisco						
Total,	120,811	33,010	150,628			

IMPORTS FOR 1876.

	Bbls.	Sp.	Bbls.	Wh.	Lbs.	Bone.
January.....	1,182	803	72,403			
February.....	1,406	3,014				
March.....	899	383				
April.....	2,674	15,100	14,000			
May.....	3,883	3,136	1,001,297			
June.....	3,904	3,228	581			
July.....	7,629	5,058	1,680			
August.....	5,233	816	22,719			
September.....	3,440	2,683	1,400			
October.....	3,844	2,483	1,400			
November.....	3,216	1,431	22,635			
December.....	2,492	377	14,920			
Total	39,811	33,010	150,628			

IMPORTS FROM 1850 TO 1877.

	Bbls.	Sp.	Bbls.	Wh.	Lbs.	Bone.
Imports of 1876.....	120,811	33,010	150,628			
of 1875.....	42,617	34,594	372,303			
of 1874.....	32,203	37,782	345,260			
of 1873.....	32,053	40,014	206,398			
of 1872.....	45,281	31,075	195,703			
of 1871.....	41,534	75,152	690,625			
of 1870.....	58,183	72,691	708,265			
of 1869.....	47,936	85,011	603,693			
of 1868.....	47,174	65,575	300,850			
of 1867.....	43,133	80,269	1,001,297			
of 1866.....	36,653	74,382	920,375			
of 1865.....	33,242	76,238	619,320			
of 1864.....	64,372	71,863	709,450			
of 1863.....	65,655	62,974	488,750			
of 1862.....	140,941	180,478	765,560			
of 1861.....	68,832	133,717	1,038,450			
of 1860.....	73,708	140,005	1,337,650			
of 1859.....	91,408	190,411	1,523,500			
of 1858.....	81,941	182,223	1,540,690			
of 1857.....	78,440	230,941	2,058,900			
of 1856.....	80,941	197,890	2,592,700			
of 1855.....	72,649	184,015	2,707,200			
of 1854.....	76,696	219,837	3,445,200			
of 1853.....	103,077	260,518	2,652,200			
of 1852.....	78,872	84,211	1,259,900			
of 1851.....	99,591	328,483	3,966,500			
of 1850.....	92,892	200,608	2,869,200			

STATEMENT
Of the average prices of Sperm and Whale Oil, and Whalebone, for 1876, \$1.40.

	Sp. Oil	Wh. Oil	Whalebone
January.....	1.60	.67	1.15 gold
February.....	1.54	.65	1.40 gold
March.....	1.50	.63	1.65 gold
April.....	1.43	.62	1.75 gold
May.....	1.37	.61	
June.....	1.35	.58	2.00 cury
July.....	1.31	.55	2.00 cury
August.....	1.28	.55	2.10 cury
September.....	1.27	.55	2.15 cury
October.....	1.40	.58	2.50 cury
November.....	1.40	.70	2.30 cury
December.....	1.40	.65	3.25 cury

Average price of Sperm Oil for 1876, \$1.40.
Average price of Whale Oil for 1876, 65 cents.
Average price of Bone for 1876, \$1.36 currency.

AVERAGE PRICE OF OIL & BONE.

	Sp. Oil	Wh. Oil	Bone
Average for 76.....	1.60	.67	1.15 cury
" 77.....	1.50	.65	1.25 gold
" 78.....	1.48	.63	1.08
" 79.....	1.45	.61	1.08
" 80.....	1.43	.60	1.08
" 81.....	1.40	.58	1.08
" 82.....	1.37	.55	1.08
" 83.....	1.35	.55	1.08
" 84.....	1.31	.55	1.08
" 85.....	1.28	.55	1.08
" 86.....	1.27	.55	1.08
" 87.....	1.27	.55	1.08
" 88.....	1.27	.55	1.08
" 89.....	1.27	.55	1.08
" 90.....	1.27	.55	1.08
" 91.....	1.27	.55	1.08
" 92.....	1.27	.55	1.08
" 93.....	1.27	.55	1.08
" 94.....	1.27	.55	1.08
" 95.....	1.27	.55	1.08
" 96.....	1.27	.55	1.08
" 97.....	1.27	.55	1.08
" 98.....	1.27	.55	1.08
" 99.....	1.27	.55	1.08
" 100.....	1.27	.55	1.08

STOCKS
Of Oil and Whalebone in the United States January 1st, 1877.

	Bbls.	Sp.	Bbls.	Wh.	Lbs.	Bone.
New Bedford,	8,800	8,200	27,400			

EXPORTS.
Of Sperm Oil, Whale Oil and Whalebone from the United States for the last thirteen years:

	Bbls.	Sp.	Bbls.	Wh.	Lbs.	Bone.
1876.....	22,800	13,900	133,400			
1875.....	22,802	5,424	293,430			
1874.....	18,675	3,300	164,553			
1873.....	16,238	2,153	120,545			
1872.....	24,944	1,529	177,932			
1871.....	22,156	618	187,199			
1870.....	22,773	9,872	347,018			
1869.....	18,645	3,242	311,605			
1868.....	18,619	9,885	207,882			
1867.....	25,147	18,253	717,796			
1866.....	19,620	618	221,400			
1865.....	20,158	1,600	207,100			
1864.....	45,000	12,000	530,000			

STATEMENT
Of consumption of Oils and Bone for the years 1875 and 1876.

	Bbls.	Sp.	Bbls.	Wh.	Lbs.	Bone.
Stock Jan. 1, Imported,	7,000	29,900	42,600			
Supply,	46,800		47,300			
Stock Jan. 1, 1877,	8,800					
Exported, 76, 23,600			22,800			
Home Con., 14,400			17,500			

WHALE OIL.

	Bbls.	Sp.	Bbls.	Wh.	Lbs.	Bone.
Stock Jan. 1, Imported,	8,100	33,000	34,600			
Supply,	41,100		45,400			
Stock Jan. 1, 1877,	10,300					
Exported, 76, 10,300			5,400			
Home Con., 22,600			31,900			

WHALEBONE.

	Lbs.	Bone.
Stock Jan. 1, Imported,	168,800	145,000
Supply,	219,400	517,300
Stock Jan. 1, 1877,	27,400	800
Exported, 76, 133,400	206,400	
Home Con., 158,600	292,000	143,100

NORTH PACIFIC FISHERY.
Table showing the number of American ships engaged in the North Pacific Fishery for the last twenty-one years, and the average quantity of oil taken:

	Bbls.	Wh.	Total.
1856 178 ships averaged	822	146,410	
1857 143 "	794	113,900	
1858 196 "	520	121,650	
1859 176 "	535	94,160	
1860 121 "	518	62,678	
1861 76 "	724	55,024	
1862 38 "	610	19,525	
1863 42 "	857	36,010	
1864 68 "	922	36,490	
1865 69 "	617	36,415	
1866 65 "	508	56,925	
1867 90 "	640	57,620	
1868 61 ships averaged	798	43,200	
1869 43 "	820	38,275	
1870 46 "	1,009	48,205	
1871 40 "		15,000	
1872 27 "	729	19,680	
1873 29 "	685	19,300	
1874 22 "	1,274	28,120	
1875 16 "	656	5,620	

RECAPITULATIVE TABLE.
VESSELS EMPLOYED IN THE WHALE FISHERY JANUARY 1, 1877.

	Ships & Barks.	Brigs.	Schs.	Tons.
New Bedford,	106	3	2	30,463
Fairhaven,	133	2	1	443
Dartmouth,	3			771
Westport,	3			176
Marion,				
Dist. of N. Bedford,	113	2	11	32,011
Edgartown,				634
Provincetown,				2,027
Boston,				648
New London,				1,931
New York,				152
San Francisco,				500
Total, Jan. 1, 1877,	121	8	43	37,828

The number of vessels and amount of tonnage employed in the whale-fishery, since 1850 have been as follows:

New Bedford,	108	3	1	30,463
Falhaven,	1	2	2	134
Dartmouth,	2	.	.	443
Westport,	2	.	.	77
Marion,	.	.	2	170
Dist. of N. Bedford,	113	2	11	33,011
Edgartown,	3	.	.	634
Provincetown,	.	1	20	2,027
Boston,	.	3	3	646
New London,	2	1	0	1,851
New York,	1	.	.	182
Sau Francisco,	2	.	.	605
Total, Jan. 1, 1877,	121	8	43	37,238

Whaling Shipmen's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING JANUARY 23, 1877.

NO. 49.

The Whaling Shipmen's Shipping List,
AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY E. B. P. RAYMOND,
2 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, (\$1.00 when paid in advance). Single copies 5 cents.
No paper will be discontinued until all arrearages are paid, except at the option of the publisher.
Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.

The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.
A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., St. Francis Church
3rd, London, England. E. C.
A. W. FEIRCE & CO., Honolulu, Sand-
wich Islands.

IMPORTATIONS FOR 1877.

Table of Importations, showing the date of arrival, and the amount of Oil and Whale-bone brought by each vessel.

	Bls.	Lbs.
	sp.	wh. bone.
JANUARY.		
1 Janus, N B	250	
do. on freight	147	
2 By Railroad, N B		8,940
3 Car. Catherine, N B	864	

WHALEERS TO ARRIVE IN 1877.
The following is a list of whalers expected to arrive in 1877, with the quantity of Oil and Bone on board, when last heard from:

	sp.	wh. bone.
Abbie Bradford		
Abbott Lawrence		
A. Houghton		
Amelia		
Avola		
Corral		
do. on freight		
Franklin		
George & Mary		
George & Susan		
Hadley		
John Howland		
Mary & Susan		
Mermaid Star		
Nauticus		
Petrel, bark		
Petrel, schr.		
Pioneer		
Seine		
Stamboul		
Tamblane		
Union		

	sp.	wh. bone.
Cohannet		
Ellen Rodman		
MARION.		
Admiral Blake		
William Wilson		
DARTMOUTH.		
Matilda Sears		

	sp.	wh. bone.
Bark Modesta, from Fay-		
al November 3d, for		
New Bedford	1,350	
Ship Syren, from Hono-		
lulu December 5th, for		
New Bedford	2,750	
Bark Amizade, from St.		
Michaels December 11,		
for New Bedford	350	

New Bedford and New York STEAMSHIP COMPANY.

DAILY LINE.
Fare Cheaper than by any other Route.

Steamer CITY OF NEW BEDFORD.
A. C. FISH, Commander.

Steamer CITY OF FITCHBURG.
O. H. SPRINGER, Commander.

On and after MONDAY, Nov. 8th, the Steamers of this Line will run daily, (Sundays excepted), between New Bedford and New York, leaving New Bedford, from Commercial Wharf, at 5.30 P. M., and New York, from Pier 33 East River (near foot of Market street), at 4.15 P. M.

The accommodations for passengers and freight are, first-class, in every respect, having all the modern improvements possible for steamers of this class.

Passengers from New York make close connections with steamers for Martha's Vineyard, Wood's Hole, Oak Bluffs, Edgartown, Nantucket, and with the New Bedford Railroad for points on those roads and connections. State rooms may be secured at the Parker House, or on board the steamers in New Bedford, and on board the Vineyard Steamers. Fare \$3 each way.

Freight forwarded to all points West and South at the lowest rates.

Positively no freight received after 3 o'clock.

For further information apply at office of BARRETT & DAVIS, Agents, 46 South street, New York, and at office of Company, 6 Commercial wharf.

FRANK H. FORBES, Agent.

Southward Potter, 2d.,
ACCOUNTANT,
No. 104 Union Street, (Up Stairs),
NEW BEDFORD, MASS.

Mr. Potter attends particularly to the settlement of Whaling Voyages, and making up Disbursement Accounts. Any account entrusted to him, will be faithfully attended to.

CHARLES T. BONNEY,
ATTORNEY AND COUNSELLOR AT LAW
AND
Proctor in Admiralty.

NO. 42 NORTH WATER ST.,
NEW BEDFORD.

Whaling voyages and maritime claims settled with dispatch.

may 27-6-77

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THE SCIENTIFIC AMERICAN

which has been published weekly for the last thirty-one years, does this, to an extent beyond that of any other publication; in fact it is the only weekly paper published in the United States, devoted to Manufactures, Mechanics, Inventions, and New Discoveries in the Arts and Sciences.

Every number is profusely illustrated and its contents embrace the latest and most interesting information pertaining to the Industrial, Mechanical, and Scientific Progress of the world; descriptions with beautiful engravings of new inventions, new implements, new processes, and improved industries of all kinds; useful notes, recipes, suggestions and advice by practical writers for workmen and employers, in all the various arts, forming a complete repository of new inventions and discoveries; containing a weekly record, not only of the progress of the industrial arts in our own country, but also of all new discoveries and inventions in every branch of engineering, mechanics, and science abroad.

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The practical recipes are well worth ten times the subscription price, and for the shop and house will save many times the cost of subscription. Merchants, farmers, mechanics, engineers, inventors, manufacturers, chemists, lovers of science, and people of all professions, will find the Scientific American useful to them. It should have a place in every family, library, study, office and counting room; in every reading room, college and school. A new volume commences January 1st, 1877.

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PATENTS. In connection with the SCIENTIFIC AMERICAN, MUNN & CO. are Solicitors of American and Foreign Patents, and have the largest establishment in the world. More than fifty thousand applications have been made for patents through their agency. Patents are obtained on the best terms. Models of new inventions and sketches examined and advice free. A special notice is made in the Scientific American of all inventions patented through this Agency, with the name and residence of the Patentee.

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dec 27-76

THE SUN.

1877. NEW YORK. 1877.

The different editions of THE SUN during the next year will be the same as during the year that has just passed. The daily edition will on week days be a sheet of four pages, and on Sundays a sheet of eight pages, 56 broad columns, and the weekly edition will be a sheet of eight pages of the same dimensions and character that are already familiar to our readers.

THE SUN will continue to be the strenuous advocate of reform and retrenchment, and of the substitution of statesmanship, wisdom, and integrity for hollow pretence, imbecility, and fraud in the administration of public affairs. It will continue to be the voice of the people by the people and for the people, as opposed to government by frauds in the ballot-box and in the counting of votes, and forced by military violence.

It will endeavor to supply its readers—a body now not far from a million of souls—with the most careful, complete, and trustworthy accounts of current events, and will endeavor to employ the talents of those who carefully selected staff of reporters and correspondents. Its reports from Washington, especially, will be full, accurate and fearless; and it will continue to endeavor to do so, and will endeavor to merit the confidence of the public by doing so.

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The Farmer.

A farmer farrowed his awarded foal,
And altered not for the day;
He felt from the north a frost-wind blow,
And the path of the sun was gray,
And the whist-bird's whistle he heard from the bough,
And he knew that the weevil oft followed the plough.

He bent his lowly form to the task,
Believing his labor a prayer;
So he plodded the pace of a cheerful man,
Preparing his ground with care;
Whistled and plodded, then cast again
For the harvest hour the seeding grain.

A farmer sat in his cottage door,
Nodding a noon-tide nap,
And the whitened wheat across the way,
Waved on the meadow's lap;
With heavy heads, in a slumbering haze,
The stalks bent down in the August days.

As the farmer dozed, he dreamed and smiled,
For his acres waved on his eye;
And then the clink of the reapers he heard,
And his stacks and his mows swelled high;
And over his cheek a soft tear crept,
For the joy he felt as he nodded and slept.

He woke; in the haze of the hot afternoon,
In health was he bent to the snath,
And over the field the gale's stretched,
In many a winding path;
The vision he saw had lightened his task,
And he learned that to pray we in labor should ask.

Inez's Story.

The big, old-fashioned kitchen, with its sanded floor, and long snow-white pine table, its five muslin draped windows, its rows of silver-shining tins, its leaping fire that crackled in the immense open fireplace—made a pleasant picture to see that cold winter night, and Rufus Granger, the tall, good-looking farmer's son, thought, as he took off his mittens and looked around the warm, cozy room, that the prettiest picture of all was his gentle-faced, gray-haired old mother, who sat knitting in the shining corner—and Inez, with her Spanish face and dainty, high-bred, foreign ways.

She was a picture—and a mystery. A picture with her scarlet lips so perfectly modeled, with her pure, darkly-pale complexion, with her dusky hair full of purple shadows where the firelight gleamed, with her passionate eyes, where smoldering flame slept, and the heavy-lashed lids drooped demurely over them—demurely, because Inez was only a girl of fourteen, who had not yet awakened to a sense of her capabilities or a knowledge of her wondrous beauty.

A mystery—from the hour when old grandfather Granger had found her nestling on her dead mother's breast out among the cold wet leaves of a November night, nearly fourteen years ago, to this November night, the fourteenth anniversary of her welcome into and adoption by the Grangers, whose joys she had tasted, shared and shared alike, whose troubles she had known and endeavored to lighten, to whom father, mother, son, she had proved a very jewel, and the light of the dear old home.

Rufus Granger drew his chair a little more into the shadow of the corner, and looked at the girl, as she sat, with a luxurious ease and repose of manner, beside the white pine table, her cheek resting on her small, perfect hand, from which the homely woolen sleeve fell away, disclosing the exquisite wrist and arm.

He was a fine, manly-looking fellow, with his secret in his grave, honest eyes—the secret of his life ever since he could remember—his silent, absorbing love for the dark-haired, smiling-mouthed, wayward girl, who as little suspected her waywardness as the passion she inspired.

Now, as he looked at her, so sweet, so gracious in her sweetness, Rufus Granger wondered if the time ever would come when, in his judgment, he could speak his heart to her; wondered, with a great thrill of hurting pain, if the time would not soon come when this young eaglet would tire of the restraints of the dove-nest, and bid defiance to her keepers, and fly away where he would lose her.

And right into the painful, bitter fear, old Mrs. Granger's placid, motherly voice came, addressing the ardent-faced girl at her drawing-book.

"It's just fourteen years ago to-night, dear, since father found you. Did you remember it was the anniversary?"

Inez's dark eyes flashed a loving gleam on the calm, sweet face.

"Forged! Could I ever do that while I have my reason?"

Such an exquisite voice she had—wonderful for the girl she was, and its low, liquid music made Rufus Granger's heart leap.

"We were thinking—father and I—dear, that it was high time you com-

mented at whatever business you intend to follow. Don't you think so, Inez?"

The girl's face lighted up to smiling brilliancy, and she cast a look of conscious delight at Rufus, that he returned with one of glad appreciation.

"Indeed, I do think so; I have wanted so long to be about—'business,' you called it."

Her gay, girlish laugh seemed of another world from the laugh of other girls.

"Because," Mrs. Granger went on, "I saw Miss Mehetable Ferguson this afternoon, and she's ready and willing to take you to learn the tailoring business—and there's nothing equal to being a first-rate vest and pants-maker—plenty of work and good pay."

Busy over her gleaming, clicking needles, Mrs. Granger did not see what Rufus did—the look of dismay, and rebellion, and disgust that darkened the bright, debonaire face; but she looked up at the quick, impulsive answer.

"The tailoring trade! Oh! not that! I never could do such work—never—Could I, Rufus?"

He knew her heart was almost stopping its beats—he knew that the girl felt that the prospect of such a life was like threatening a strong winged young eagle with the chain of a hawk—he knew all the horror and repulsiveness his mother's words conjured for this headstrong, wayward, brave-hearted girl, who would never brook restraint or routine.

He made no answer to her impetuous entreaty, but his earnest, sympathetic look satisfied her into silence, while Mrs. Granger went on, as she rolled her blue yarn sock into a neat ball, and arose to wind the big clock in the corner:

"That's all nonsense, Inez; you can just as well learn to do tailoring as make pictures. Refus—tell your father it's time for prayers, will you?"

And so the matter ended with Mrs. Granger, while Inez went off to her room with widely open eyes, and strange unrest at her heart.

And the next morning, when Mrs. Granger went to call her to breakfast, and the old gentleman and Rufus waited in the big cheery kitchen, instead of the inspiring face of the girl, and the gay rictus of her merry, laughing "good-morning," there came a penciled note of doom that darkened the old homestead for many a day; Inez has gone out into the world, where her beloved talent, her genius-laden finger, should redeem her in their own charming way from the unbearable routine work that waited her in the dear old home.

There were words of ardent love, and intense gratitude, and pleadings for forgiveness and remembrance; only words, only pleadings, instead of the girl.

And Rufus Granger's face took on a weary, patient pain that never left it, night or day, winter or summer.

Old Mrs. Granger sat on the broad stone step by the kitchen door, her withered hands slowly—pitifully it seemed—knitting on the fine yarn socks that seemed eternally on her shining needles; her sweet, grimed face bent thoughtfully over her work, and only occasionally rising her dim patient eyes to the brisk tongued little woman who was chatting away her harmless gossip.

"It seems a shame, and I told my John so, to think o' Squire Ellinworth payin' a thousand dollars for a picture not more'n two foot square—and to a woman, too—one o' your loud, black-eyed creatures at that, for we all seen her—a payin' such an outtrajus price for a red and blue and yellow picture, and the next minute a turnin' round and foreclosin' the mortgage on you! I declare, Mrs. Granger, I think if ever the Lord ought to punish a man, it's Squire Ellinworth!"

Mrs. Granger smiled a forlorn, tender little smile.

"It seems very hard on us, Mrs. Moore, but nobody can blame the squire for buying the painting we hear so much about. He is a rich man and can well afford it."

"Then why can't he afford to let you have another year to pay off the mortgage? I've no patience left—and then that high-falutin' creature what made the picture goes a-flyin' about with her silk dresses a-trailin', and her diamonds a-glitterin', and as thick as peas in a pod with them rich folks. What business has she got to have all the money and things, and you and the old man and Rufus a-killin' yourselves to lift the mortgage?"

"Rufus would call you a communist,

Mrs. Moore, if he heard you. And—please don't let's talk any more about the painting, for it makes me think of our little Inez, and how she had such a talent for drawing, and how I tried to crash it out of her. Maybe if I had encouraged her she wouldn't have gone off—maybe she might have been here and helped us to-day, instead of being a stranger for two long, long years."

The tears stood in the dear old eyes, and then the old man came up, white, weary, and leaning heavily on his cane.

"The squire has sent for you and I to go up to the house, mother. Rufus has been there these two hours, ever since they came for him, and now, I suppose we've got to—give it up—at once. Get ready, mother, and we'll go, while neighbor Moore keeps the house. We won't be an hour gone. Come, mother, the sooner it's over the better."

He was trying so nobly to be brave and cheery, but it was a pitiful attempt, and Mrs. Granger's hot tears were dropping from her heart-sad old eyes as she rode along in the old-fashioned little wagon—even when Rufus met them at the door of the grand house, with a look on his face and a tone in his voice that almost terrified his mother, so strange, so deathly calm, so—so—bewildering.

"You're to come in here, mother and father. And be prepared—for anything. I will join you in a minute."

And he ushered them in a little room, where a stately, splendid woman, in gleaming cardinal silk and glancing jewels stood, with her dark eyes flooded with happy tears, and her dark Spanish face eloquent with love and proud triumph.

"Mother—mother, dear old mother! and father—do you know me? You remember Inez?"

And, struck dumb with keen, painful bewilderment, the two old people stood, until it came freely to them that their long-lost darling was before them.

"I wanted to see you so often—oh, so often, mother darling—but I would not come until I had earned the name and the fame and fortune I set out determined to earn. I have been so homesick for you both and—for Rufus—but I heard of you every little while, and knew you were well. But now I've come back again!"

"And come back to be God's special messenger of mercy and happiness."

It was Rufus's grand voice that spoke, low, intense with emotion; Rufus's grand face, pale with agitation, his eyes flooded with a great, glorious rest; he went on, ardently:

"She has come back to bless us all—with the price of the painting just hung in Mr. Ellinworth's gallery she has liquidated all claims against the old homestead, and the dear old place is yours forever—a gift from her. But better, better than all is—she has come back to me, mother, father"—his voice grew husky, and quivered with intense emotion as he looked at Inez's sweet, flushed face. "Inez has promised I may give her own precious self to you for a daughter—a true, real daughter, my own darling wife."

And that was the story of Inez.

WIT.

There is no more interesting spectacle than to see the effects of wit upon the different characters of men; than to observe it expanding caution, relaxing dignity, unfreezing coldness—teaching age and care and pain to smile—extorting reluctant gleams of pain from melancholy, and charming even the pangs of grief. It is pleasant to observe how it penetrates through the coldness and awkwardness of society, gradually bringing men nearer together, and like the combined force of oil and wine, giving each man a glad heart and a shining countenance. Genuine and innocent wit, like this, is surely the flavor of the mind! Man could direct his ways by plain reason, and support his ways by tasteless food; but God has given us wit, and brightness, and perfumes to enliven the days of man's pilgrimage and to "charm his pained steps over the burning marle."

"Isn't that a beautiful piece of music?" said one of Mrs. Clogger's female boarders, as she turned from the piano. "I like it very much," replied Jones; "particularly those long rests that occur all through it."

An editor, wanting a line to fill the column, gave

"Shoot Polly as she flies."—POPE.
In setting up the above, the printer had it thus:

"Shoot Polly as she flies—Pop!"

ROOMS OF ENORMOUS WIDTH.

The London Times says: The desire to construct the largest single roof in the world was achieved in the roof of the Midland Railway Station at St. Pancras, which now possesses that distinction, having eclipsed the roof of the Imperial Rising School at Moscow by a few feet, the span of the former being 240 feet, and that of the latter 235 feet. But, apart from ambitious motive, the principal reason for adopting these large single spans is that it obviates the necessity for columns or other intermediate supports which hamper the station arrangements and interfere with alterations, should they become necessary. The most recent examples of large span roofs are to be found at Glasgow and Manchester, both of which are in course of construction. The Glasgow roof is to cover the large new station at St. Enoch Square for the Glasgow Union Railway, and which is to be used by the Glasgow and South-western and Midland Railways. The roof which is well advanced toward completion, is of the same general character as that of the Midland Railway, already referred to. It is, however, smaller, the Glasgow roof having a span of 198 feet, and a length of 518 feet, as against a span of 240 feet and a length of 689 feet in the Midland roof. The new roof will be 90 feet high from platform level, and will be supported by fifteen main ribs, twelve of which have already been erected in place, and the ironwork for the remaining three is being sent for. The total weight of the iron work in this roof is about fourteen hundred tons. The roof at Manchester is for the new joint station of the Midland, the Great Northern, and the Manchester, Sheffield and Lincolnshire Railways, and the works have recently been commenced. The design is also of the same character as that of the St. Pancras roof, the span being 210 feet and the length 550 feet. The cast and wrought iron will weigh upward of twenty-three hundred tons, of which nearly the whole will be in the roof itself.

CLASSIFICATION OF CLOUDS.

Whenever, on account of some topographic circumstances, the sun heats any locality on the surface of the earth more than the surrounding region, a gentle current or column of heated air rises, and its invisible moisture is condensed into small masses of clouds called cumuli, which spread and produce the mottled appearance commonly known as "mackerel sky."

But when, as it is frequently the case in summer, a valley or plain, or island, or any other place, is much more highly heated than the surrounding region, the heated air over such localities rises more rapidly and with more ascensional momentum; and, as it reaches the higher and cooler regions of the atmosphere, its moisture is condensed into large rounded volumes or mountain-like masses of cumulus clouds. Such cumulus clouds always precede and characterize a local summer storm or shower. When the warm horizontal current from the south, as in the winter, meets with the old current from the north, it slopes upward over the cooler current and forms stripes or bands of stratus clouds along the horizon.

These stratus clouds indicate to the observer that a warm current is coming northward. When in summer a cool current is moving southward, it encounters the warm equatorial or tropical current, which again glides upward and over it and forms horizontal bands of stratus clouds along the upper line of contact, as in winter storms; but, in addition, the denser cold air from the north, moving with momentum, will lift up the warm and saturated air from the tropics and its moisture will be condensed into masses of cumulus clouds banked up against the top of the cold current and arranged over the horizontal stratus clouds. Thus is produced the combination of cumulo-stratus cloud, which is characteristic of progressive summer storms.

To the tornado cloud produced a whirl of air and resembling an inverted cone, Professor Blasius gives the name of conus, which is both destructive and appropriate.

These four typical cases of clouds, viz. cumulus, stratus, cumulo-stratus and conus, indicate and characterize the four different classes of storms.—Blasius' Theory of Storms.

Of the fires in London during the past five years, four-fifths attacked uninsured property.

SEAFARING MEN WILL DO WELL TO CALL AT
SANDERS' STAR CLOTHING HOUSE!
108 & 112 UNION STREET,
NEW BEDFORD,

Before Purchasing any Clothing.
THE LARGEST AND MOST EXTENSIVE ASSORTMENT OF GOODS
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CAN BE FOUND AT THIS ESTABLISHMENT. Seamen Infitting and Outfitted at far
more reasonable prices than the regular Seamen's Stores. Money will be saved by
trading at this Store.
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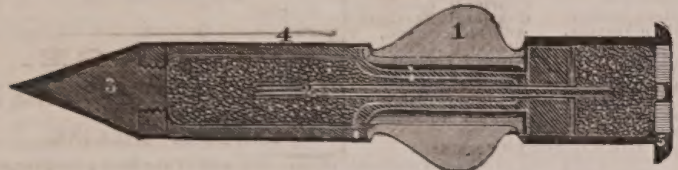


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These Guns and Lances are pronounced by all who have seen and examined them, to be SUPERIOR to all other kinds, and are recommended in the STRONGEST terms.

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HATS, CAPS, COLLARS,
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A cordial invitation is extended to my SEA-FARING FRIENDS to call and examine
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And a general assortment of Goods usually found in a First Class Tailoring establishment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

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We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS.
A cordial invitation is extended to you; call and examine, all of which will be sold
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SUCCESSORS TO PEGLEG SLOCUM & CO.
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Gentlemen's Furnishings of every description, also a complete assortment of Cloth,
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SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to inspect.
Garments of all kinds made to order in the best style, and warranted to suit, at
short notice. Being thankful for past favors, would respectfully solicit a continuance
of the same.
LEANDER BRIGHTMAN. FREDERICK B. BRIGHTMAN

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Have removed to their new Brick Building,

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A LARGE TAILORING STOCK OF
FINE AND STAPLE WOOLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into Garments as
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READY MADE CLOTHING
HATS AND CAPS.
Men's White and Fancy Shirts, Undershirts and Drawers,
TRUNKS AND TRAVELING BAGS, AND A LARGE
AND EXTENSIVE STOCK OF GENTS'
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AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING. JOHN WING.
WILLIAM R. WING. HIRAM W. WESTWORTH.

DOANE & CO.

DISSOLUTION AND REMOVAL.

DOANE, SWIFT & CO., having dissolved and given up their corner store

SIMEON DOANE & SON

Will continue in the same business as heretofore at

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Where they will be happy to see all old friends and host of new ones "Who go down to the sea in ship," and will endeavor to give satisfaction in all business transaction, and shall keep constantly on hand a full assortment of

READY MADE CLOTHING

—AND—

FURNISHING GOODS,

and a full line of CLOTHS, CASSIMERES, &c., for Custom trade

The business hereafter will be conducted under the style of **DOANE & CO.**

P. S. Any one in search of STEPHEN BURDICK, will find him at the above establishment.

SIMEON DOANE. J. H. J. DOANE.

MOSES C. SWIFT,



NO. 1281-2 UNION STREET, NEW BEDFORD.
CLOTHING, GENT'S FURNISHING GOODS,

Hats, Caps, Umbrellas, Trunks, and Bags.

Also a full assortment of

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Which we are prepared to make into garments in the best style for

MEN'S AND BOYS' WEAR.

Our Seafaring Friends are particularly invited to examine our stock before purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city customers buy the goods.

FOREIGN HOUSES.

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SUCCESSORS TO

NOBLE TOWNER.

THE undersigned beg to give notice to owners, agents and masters of whaling vessels, that they have succeeded in getting the tonnage dues removed from whaling vessels visiting this port for the purpose of shipping their oil. They are now allowed to ship whatever quantity of oil they may desire on payment of twenty-four cents per barrel of 31½ gallons, in lieu of the tonnage duty of fifty-four cents per tun, which was formerly imposed.

The expenses attendant on shipment of oil at this port are as follows:
A package duty of twenty-four cents per barrel. Harbor dues, \$3; Anchorage fee, \$2; Bond at Custom House, \$3; and a Harbor Police Fee, as follows, viz:—Vessels not exceeding 100 tons, \$2; not exceeding 200 tons, \$2.50; not exceeding 300 tons, \$3; exceeding 300 tons and upwards, \$4.

They still continue, as heretofore, to supply stores, and negotiate drafts on the same favorable terms; as well as receive and ship home oil at the rate of One Dollar and Twenty-Five cents per barrel, (delivered at New York or Boston) free of all other charges except insurance, which will be effected on the most favorable terms when required.

Masters of whaling vessels when coming into the harbor are particularly cautioned against accepting the services of any person offering themselves as Pilots, as there are none licensed by the Government, and none needed, there being no obstructions in the Bay.

On coming to anchor, masters are also informed that the middle part of Carls Bay, from the Northerly to a Southerly direction, between Needham's Point Buoy, and Pelican Reef, (on the latter of which a large wooden Lazaretto is erected), is of great depth, varying from 20 to 30 fathoms, and by running well past the Buoy to the leeward of the shipping in the lower part of the Bay, they will find good bottom at from 6 to 8 fathoms.

There is now no direct communication with this place and the United States by mail.

Masters of vessels calling off the Harbor and not wishing to anchor may obtain letters by coming on shore in a boat, after having been first boarded by the Health Officer—and will only incur the expense of that officer's fee—\$1.

New Bedford papers always on file for inspection.

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SOLICITS consignments of vessels, also of

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N. B. The attention of Merchants and Captains engaged in the whaling business is called to this port as being favorable for refitting their ships and forwarding oil to the United States, it being a good harbor, a free harbor, and freightage procurable at low rates. A vessel will be dispatched for New York in December or January of each year.

REFERENCE: Messrs. Yates & Porterfield, 115 Wall Street, New York, to whom apply for further information. tf-jan 49 75

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All business entrusted to my care will receive prompt and careful attention.

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BOSTON, TAUNTON, PROVIDENCE,

—AND—

MARTHAS' VINEYARD.

On and after Monday September 4th, 1876,

trains will run as follows:

LEAVE NEW BEDFORD, For

Boston, via Boston and Providence Rail-

way, at 7.30, and 10.25 A. M., and 3.40 P. M.

Return, 7.30 and 11.10 A. M., and 4.35 P. M.

Via Old Colony Railroad, 8 A. M. Return,

3.30 P. M.

Providence, at 7.30, and 10.25 A. M., and

4.40 P. M. Return, 8.00 and 10.50 A. M., and

4.40 P. M.

Taunton, at 7.30, 8.00 and 10.25 A. M., and

3.40 P. M. Return, 9.00 A. M., and 12.10 and

5.45 P. M. Return, 9.00 A. M., and 4.20 P. M.

Myricks, at 7.30, 8.00 and 10.25 A. M., and

3.40 P. M. Return, 9.20 A. M., and 12.25, 4.40

and 6.00 P. M.

Howland, at 8.00 A. M., and 3.40 P. M.

Return, 9 A. M., and 6.10 P. M.

East Freetown, at 7.30 A. M., and 3.40

P. M. Return, 9.30 A. M., and 6.15 P. M.

Brady's, at 8.00 A. M., and 3.40 P. M. Return,

9.35 A. M., and 6.30 P. M.

Acustnet, at 7.30 and 10.25 A. M., and 3.40

P. M. Return, 9.45 A. M., and 6.25 P. M.

Worcester, via Mansfield and South Fram-

ingham, at 10.25 A. M., and 3.40 P. M.

Lowell, at 10.25 A. M., and 3.40 P. M.

Fitchburg, at 10.25 A. M., and 3.40 P. M.

Fall River, at 7.30 and 10.25 A. M., and 3.15

and 4.17 P. M.

Newport, at 7.30 and 10.25 A. M., and 3.40

P. M. Return, 7.20 and 10.40 A. M., and 2.30

and 3.45 P. M.

New York, via SHORE LINE, at 7.30 and

10.25 A. M. Return, 8.00 A. M., and 10.00

P. M.

New York, via STONINGTON, at 3.40 P. M.

LEAVE TAUNTON, For

Boston, at 8.06, 9.40 and 11.10 A. M., and 4.30

P. M. Return, at 7.30 and 11.10 A. M., 2.00,

4.35 and 5.30 P. M.

Providence, at 8.10 and 11.15 A. M., and

1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,

and 10.50 A. M., and 4.40, and 6.30 P. M.

VIA FAIRHAVEN.

LEAVE NEW BEDFORD, For

Boston, Middleborough, Bridgewater at

7.24 A. M., and 2.40 P. M.

Mattapoisett, at 7.24 A. M., 2.40 and 4.40

P. M.

Marion, at 7.24 A. M., 2.40 and 4.40 P. M.

Tremont, at 7.24 A. M., 2.40 and 4.40 P. M.

Cape Cod, at 7.24 A. M., and 4.40 P. M.

Nantucket, Mondays, Tuesdays, Thursdays

and Saturdays, at 7.24 A. M.

Plymouth, at 2.40 P. M.

LEAVE BOSTON, via OLD COLONY Railway,

at 8.00 A. M., and 4.00 P. M.

LEAVE SANDWICH at 7.50 A. M., and 2.57

P. M.

LEAVE HYANNIS, at 7.05 A. M., and 2.07

P. M.

LEAVE TREMONT, at 10.00 A. M., 3.55 and

5.40 P. M.

LEAVE MARION, at 10.15 A. M., 4.15 and 5.52

P. M.

LEAVE MATTAPoisETT, at 10.25 A. M., 4.25

and 6.04 P. M.

Passengers from Way Stations on Old Col-

ony Railway will take the 3.35 P. M. train

from Boston.

WARREN LADD, Asst. Supt.

Sept. 4, 1876.

HATCH & CO.'S EXPRESS,

Established in 1840.

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No. 142 Union Street, daily, (Sundays excepted)

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stations at 6.45 and 7.15 A. M. Mid-day Ex-

press from office 9.45, Depot at 10.15 A. M.

Afternoon Express, from office 3.10 and De-

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This Express so long and favorably known

to the public, now offers superior facilities

to all persons wishing to transact business

in the principal cities and towns in the United

States and Canada.

Specie, Bank Notes, and other valuables,

safely transported, and Notes, Drafts, Bills

Coupons, &c., promptly collected. Goods of

all descriptions forwarded with despatch.

VESSELS' NAME.	IN	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.
NEW BEDFORD.	140	Baker.	Joseph & William R. Wing.	December 12, 76	Atlantic Ocean.	No date, at sea, no lat &c.
Abm Barker, bark.	140	Baker.	Joseph & William R. Wing.	October 26, 76	Pacific Ocean.	May 21, 76, at sea, lat 40 N, lon 43 W.
Abm Bradford, bark.	115	Fisher.	Jonathan Bourne.	April 20, 76	Atlantic Ocean.	November 21, 76, sailed from St Helena.
Abbott Lawrence, bark.	160	Russell.	William Lewis.	August 9, 76	Atlantic Ocean.	November 21, 76, sailed from St Helena.
Adeline Gibbs, bark.	327	Snell.	Jonathan Bourne.	May 23, 76	Hudson's Bay.	October 10, 76, sailed from Flores.
A Houghton, bark.	327	Snell.	Jonathan Bourne.	May 23, 76	Hudson's Bay.	October 10, 76, sailed from Flores.
Alaska, bark.	347	Phifer.	John T. Richardson.	June 1, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Albion, bark.	35	Brady.	William N. Church.	July 6, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Arnold, bark.	340	Howland.	Loum Snow, Jr.	August 5, 76	Indian Ocean.	October 10, 76, sailed from Flores.
Atlantic, bark.	231	Wing.	Joseph & William R. Wing.	July 10, 76	Indian Ocean.	October 10, 76, sailed from Flores.
Avola, bark.	230	Bourne.	John P. Knowles, 2d.	July 10, 76	Indian Ocean.	October 10, 76, sailed from Flores.
Bart Gosnell, bark.	305	Robinson.	Charles R. Tucker & Co.	May 23, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Bounding Billow, bark.	240	Lucas.	Gifford & Cummings.	September 13, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Callao, bark.	230	Craw.	Taber, Gordon & Co.	November 20, 76	Indian Ocean.	October 10, 76, sailed from Flores.
California, bark.	230	Brightman.	Charles R. Tucker & Co.	November 8, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Canton, bark.	230	Sherman.	Charles R. Tucker & Co.	November 8, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Catalpa, bark.	304	John T. Richardson.	John T. Richardson.	In port.	Indian Ocean.	October 10, 76, sailed from Flores.
Charles W Morgan, bk.	314	Tinkham.	Joseph & William R. Wing.	April 23, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Cicero, bark.	238	Foster.	John P. Knowles, 2d.	September 6, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Cleone, bark.	238	Day.	Swift & Perry.	May 23, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Con Morris, bark.	326	Marvin.	Taber, Gordon & Co.	December 4, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Coral, bark.	361	Marvin.	Taber, Gordon & Co.	December 4, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Daniel Webster.	327	Swift & Perry.	Swift & Perry.	In port.	Atlantic Ocean.	October 10, 76, sailed from Flores.
Desdemona, bark.	230	Vincent.	George & Matthew Howland.	July 10, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Draco, bark.	236	Peaks.	Jonathan Bourne.	November 1, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
E Corning, bark.	225	Francis.	John McCullough.	May 23, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
E B Phillips, bark.	135	Francis.	John McCullough.	May 23, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Eliza, bark.	230	Cornell.	Taber, Gordon & Co.	June 1, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Emma C Adams.	407	Potter.	William Watkins.	October 3, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
E H Adams, brig.	107	West.	William Lewis.	September 12, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Europe, bark.	323	Penniman.	Swift & Perry.	September 12, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Exeter, bark.	230	Handy & Canon.	George & Matthew Howland.	August 26, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Franklin, bark.	77	Sprague.	William Lewis.	June 2, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Gazelle, bark.	273	Mosher.	Swift & Perry.	June 2, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
General Scott, bark.	315	Robbins.	John T. Richardson.	July 1, 76	Indian Ocean.	October 10, 76, sailed from Flores.
George & Mary, bark.	315	Canon.	Jonathan Bourne.	May 23, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
George & Susan, bark.	367	Herendeen.	Henry Clay.	In port.	Atlantic Ocean.	October 10, 76, sailed from Flores.
Golden City, bark.	80	Allen.	Abbott P Smith.	November 30, 76	Indian Ocean.	October 10, 76, sailed from Flores.
Greyhound, bark.	163	Allen.	William Lewis.	October 29, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Hadley, bark.	163	Sherrman.	Swift & Perry.	July 10, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Hannibal, bark.	334	Handy.	William Lewis.	July 10, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Heracles, bark.	311	Cleveland.	Swift & Perry.	November 24, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Hope On, bark.	175	Baker.	John T. Richardson.	September 20, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Hunter, bark.	355	Holt.	Jonathan Bourne.	June 1, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
James Arnold.	246	Wilson.	Taber, Gordon & Co.	In port.	Pacific Ocean.	October 10, 76, sailed from Flores.
Janet, bark.	154	Colson.	George & Matthew Howland.	October 3, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Janus, bark.	276	Colson.	George & Matthew Howland.	October 3, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Java, bark.	309	Colson.	George & Matthew Howland.	October 3, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
John Carver, bark.	319	Gault.	Thomas Knowles & Co.	November 25, 76	Indian Ocean.	October 10, 76, sailed from Flores.
John Dawson, bark.	173	Bailecock.	Joseph & William R. Wing.	June 4, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
John Howland, bark.	373	Cole.	William O. Brownell.	May 4, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
John P West, bark.	353	Manchester.	Simon N West.	July 19, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
John Windrop, bk.	358	Shirlock.	John P Knowles, 2d.	July 19, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Kathleen, bark.	206	Howland.	Joseph & William R. Wing.	October 11, 76	Indian Ocean.	October 10, 76, sailed from Flores.
Latetia, bark.	208	Church.	Joseph & William R. Wing.	October 11, 76	Indian Ocean.	October 10, 76, sailed from Flores.
Lauda, bark.	157	Howland.	Jonathan Bourne.	June 15, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Lagoda, bark.	236	Wilson.	William Lewis.	July 1, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Lancer, bark.	296	Dowden.	William Lewis.	August 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Linda Stewart, bark.	236	Wilson.	William Lewis.	August 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Louisa, bark.	303	Millard.	Swift & Perry.	August 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Madison, bark.	303	Millard.	Swift & Perry.	August 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Marcella, bark.	166	Tripp.	Charles R. Tucker & Co.	August 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Mars, bark.	256	Allen.	Gifford & Cummings.	August 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Mary & Susan, bark.	327	Handy.	Thomas Knowles & Co.	August 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Matthias, bark.	311	Brook.	William Phillips & Son.	August 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Mercury, bark.	311	Brook.	William Phillips & Son.	August 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Merlin, bark.	246	Sturgis.	Charles R. Tucker & Co.	August 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Midas, bark.	313	Lapham.	Joshua C Hitch.	October 26, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Milner, bark.	373	Slivers.	Taber, Gordon & Co.	December 28, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Milner, bark.	373	Slivers.	Taber, Gordon & Co.	December 28, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Morning Star, bark.	238	Lewis.	Joshua C Hitch.	July 11, 76	Indian Ocean.	October 10, 76, sailed from Flores.
Mt Wollaston, bark.	325	Barker.	Swift & Perry.	November 13, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Napoleon, bark.	322	Turner.	Jonathan Bourne.	July 13, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Nautilus, bark.	277	Lake.	Gideon Allen & Son.	August 25, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Niger, bark.	412	Hallett.	Taber, Gordon & Co.	October 17, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Nimrod, bark.	316	Hampbell.	Loum Snow, Jr.	October 9, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Northern Light, bark.	236	Smith.	Swift & Perry.	July 21, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Ocean, bark.	288	Holmes.	Ivory H Bartlett & Sons.	July 21, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Ohio, bark.	205	Ellis.	Loum Snow, Jr.	May 9, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Ohio, 2d, bark.	303	Smith.	Swift & Perry.	July 6, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Osmani, bark.	262	Osborn.	Gifford & Cummings.	July 20, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Osprey, bark.	173	Ellis.	Swift & Perry.	December 13, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Pacific, bark.	341	Smethers.	Swift & Perry.	December 13, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Palmetto, bark.	215	Bolles.	Charles R. Tucker & Co.	November 24, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Pedro Varela, bark.	180	Brenton.	Gideon Allen & Son.	April 15, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Peru, bark.	250	Ears.	John McCullough.	July 7, 76	Indian Ocean.	October 10, 76, sailed from Flores.
Petrel, bark.	261	Avery.	Philip H Reed.	November 16, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Petrel, bark.	261	Avery.	Philip H Reed.	November 16, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Pioneer, bark.	214	Howland.	Charles R. Tucker & Co.	October 28, 76	Indian Ocean.	October 10, 76, sailed from Flores.
Platina, bark.	256	Pense.	Jonathan Bourne.	July 26, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
President, bark.	123	Robinson.	Charles R. Tucker & Co.	April 29, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Progress, bark.	358	Hawes.	Ivory H Bartlett & Sons.	November 16, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Rainbow, bark.	351	Cogan.	Ivory H Bartlett & Sons.	January 21, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Roseau, bark.	305	Almy.	George & Matthew Howland.	July 14, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Sabbao, bark.	363	Edick.	William Lewis.	December 1, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Sage, bark.	128	Silva.	Jonathan Bourne.	April 27, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Sarah B Hale, bark.	183	Slocum.	Gideon Allen & Son.	October 2, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Sea Breeze, bark.	323	Barnes.	Jonathan Bourne.	June 1, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Sea Fox, bark.	106	Hamblin.	John P Knowles, 2d.	June 1, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Sea Ranger, bark.	228	Tripp.	Charles R. Tucker & Co.	November 9, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Selma, bark.	234	Clay.	John P Knowles, 2d.	November 9, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Stafford, bark.	166	King.	Joseph & William R. Wing.	July 17, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Stamboul, bark.	260	Montross.	Joshua C Hitch.	May 27, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Sunbeam, bark.	326	Gifford.	Joseph & William R. Wing.	May 2, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Swallow, bark.	326	Ellis.	Swift & Perry.	April 15, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Tamela, bark.	372	Moulton.	Thomas Knowles & Co.	August 6, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Thomas Pope, bark.	357	Lavers.	William Lewis.	December 7, 76	North Pacific Ocean.	October 10, 76, sailed from Flores.
Three Brothers, bark.	307	Overly.	Ivory H Bartlett & Sons.	August 29, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Triton, bark.	140	Keith.	Joseph & William R. Wing.	May 2, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Tropic Bird, bark.	140	Tilton.	William Lewis.	May 2, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Union, bark.	160	Wright.	Philip H Reed.	In port.	Atlantic Ocean.	October 10, 76, sailed from Flores.
Vigilant, bark.	151	Gifford.	William Phillips & Son.	November 3, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Wave, bark.	150	Hammond.	Thomas Knowles & Co.	November 15, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Young Phoenix.	356	Gifford.	William Phillips & Son.	July 8, 76	Indian Ocean.	October 10, 76, sailed from Flores.
FAIRHAVEN.	73	Crapo.	Jeremiah H Pense.	November 14, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Elton Rodman, bark.	73	Wilbur.	Tucker Damon, Jr.	December 1, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
MARION.	84	Hathaway.	Andrew J Hadley.	December 12, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Adm Blake, bark.	84	Barstow.	Andrew J Hadley.	November 27, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
WILLIAM WILSON, bark.	84	Barstow.	Andrew J Hadley.	November 27, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
DARTMOUTH.	212	Baker.	William Potter, 2d.	September 8, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
Cape Horn Pigeon.	231	Childs.	William Potter, 2d.	July 22, 76	Pacific Ocean.	October 10, 76, sailed from Flores.
WESTPORT.	303	Hicks.	Andrew Hicks.	October 18, 76	Indian Ocean.	October 10, 76, sailed from Flores.
Mermaid, bark.	273	Allen.	Andrew Hicks.	June 20, 76	Indian Ocean.	October 10, 76, sailed from Flores.
Sea Queen, bark.	135	Allen.	Andrew Hicks.	October 25, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
EDGARTOWN.	183	Merchant.	Samuel Osborn, Jr.	November 3, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
E Clarice, bark.	301	Dexter.	Samuel Osborn, Jr.	October 25, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Mary Frazier, bark.	150	Bassett.	Samuel Osborn, Jr.	August 12, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Perry, bark.	150	Bassett.	Samuel Osborn, Jr.	August 12, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
PROVINCETOWN.	81	Fisher.	William A Atkins.	In port.	Atlantic Ocean.	October 10, 76, sailed from Flores.
Alcove, bark.	101	Fisher.	William A Atkins.	April 20, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Arizona, bark.	79	Swell.	Stephen Cook.	In port.	Atlantic Ocean.	October 10, 76, sailed from Flores.
B F Sparks, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Carrie W Clark, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Charles Thompson, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Clara L Sparks, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
D A Small, brig.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Edward Lee, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
E H Hatfield, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Ellen Hixson, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Gage H Phillips, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Gracie M Parker, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
H M Simmons, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Lottie E Cook, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
William Hixson, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
N J Knights, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Quickstep, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Wing Snn, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Wm A Grozier, bark.	110	Burch.	Central Wharf Co.	May 11, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
BOSTON.	107	Soper.	Frederick Davis.	October 12, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Heman Smith, bark.	123	Cook.	Heman Smith.	May 12, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Louisa A, bark.	122	Cook.	Heman Smith.	In port.	Atlantic Ocean.	October 10, 76, sailed from Flores.
Rosa Baker, bark.	108	Cook.	Heman Smith.	In port.	Atlantic Ocean.	October 10, 76, sailed from Flores.
Sarah E Lewis, bark.	96	Cook.	Heman Smith.	December 18, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
William Martin, bark.	92	Cook.	Heman Smith.	In port.	Atlantic Ocean.	October 10, 76, sailed from Flores.
NEW LONDON.	290	Sisson.	Lawrence & Co.	June 15, 76	Desolation.	October 10, 76, sailed from Flores.
Emma Jane, bark.	86	Baile.	Haven, Williams & Co.	June 27, 76	Hurd's Island.	October 10, 76, sailed from Flores.
Florence, bark.	56	Mtner.	Haven, Williams & Co.	July 22, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Flying Fish, bark.	75	Holmes.	Lawrence & Co.	June 29, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Francis Allen, bark.	107	Glass.	Haven, Williams & Co.	July 27, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Golden West, bark.	144	Williams.	Haven, Williams & Co.	August 9, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Helen F, bark.	108	Roach.	Haven, Williams & Co.	June 20, 76	Cumberland Inlet.	October 10, 76, sailed from Flores.
Isabella, bark.	192	Kenney.	Haven, Williams & Co.	June 8, 76	Cumberland Inlet.	October 10, 76, sailed from Flores.
L P Simmons, bark.	80	Buddington.	Haven, Williams & Co.	June 27, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.
Nile, bark.	144	Williams.	Haven, Williams & Co.	August 9, 76	Atlantic Ocean.	October 10, 76, sailed from Flores.

The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, JAN. 23, 1877.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending January 22, 1877:

	Bls.	Rls.	Lbs.
Previously,	sp. wh. bone.	none. none. none.	
From Jan. 1, to date,	1,461	855	5,840
Same time last year,	1,190	789	49,306

Exports for the week ending January 22, 1877:

	sp.	wh.	bone.
Total,	335	.....	.....
Previously,	14	.....	.....

From Jan. 1, to date,

Same time last year,

NEW BEDFORD OIL MARKET.

For the week ending January 22.

The market for both Sperm and Whale Oil is very quiet, and without transactions.

WHALEBONE.—Sales have been made in New York of 1,300 lb (Florence's) and 9,000 do. (Timpania's) for home use, all on private terms.

LETTERS.

A letter from Capt. Dowden, of bark *Lancer*, of this port, dated off Bravo, C. V. I., November 25th, reports her with 75 blbs. sperm oil since leaving Tenerife, all well.

A letter from the first officer of bark *Bartholomew* Gosnold, Robinson, of this port, reports her on West Coast of Africa, November 12th, with 300 blbs. sperm oil. Would be in Little Fish Bay in December. Had seen whales six times.

A letter from Capt. Bourne, of bark *Avola*, of this port, reports her at Turnate, October 25th, with 350 sperm the last cruise.

A letter from on board bark *Linda* Stewart, Wilson, of this port, dated November 17th, reports her with 800 blbs. sperm oil.

A letter from Capt. Mosher, of bark *Gazelle*, of this port, reports her at Bay of Islands, December 8th, having seen no whales for 7 months. The *Gazelle* sailed same day.

A letter from Capt. Holt, of bark *Hunter*, of this port, reports her at Norfolk Island, November 19th, with 630 blbs. sperm and 95 do. whale oil.

A letter from Capt. Turner, of bark *Napoleon*, of this port, reports her off Talcahuano, November 9th, having taken an 80 blb. sperm five days after leaving port.

LEGAL DECISIONS.—In the South Route Railroad case in the Superior Court in Boston on the 13th inst., Roswell E. Briggs, the engineer employed in laying out the proposed line, received a verdict against the Directors for \$728 for his services. The Board of Directors against whom judgment is rendered, are Messrs. J. Augustus Brownell, Killen E. Terry, George D. Gifford, of this city, and William B. Trafford, of Westport.

In the case of Jacob B. Hadley vs. Thomas Luce, it was ordered that all the proceeds of oil and bone sent home from the bark *Endeavor*, on both voyages, which came to the hands of Lorenzo Pierce is to be applied as payment of the order given by Luce; the amount to be ascertained by an assessor unless otherwise agreed upon by the parties. Barney and Knowlton for plaintiff, Marston and Crapo for defendants.

At the annual meeting of the stockholders of the Merchants National Bank last week, the following Directors were elected: Gideon Allen, George F. Bartlett, Jonathan Bourne, Stephen G. Driscoll, David E. Greene, Andrew Hicks, Lewis S. Judd, George F. Kingman, George R. Phillips, William E. Wing and Dennis Wood.

The Boston, Clinton, Fitchburg and New Bedford Railroad, it is reported, will petition the Legislature for authority to issue \$2,000,000 preferred stock, into which the floating debt may be converted.

MASSACHUSETTS SENATOR.—George F. Hoar was elected United States Senator on Friday last, by 146 out of a total of 274 votes. Mr. Boutwell's votes declining from something more than 100 on the first ballot to 47 on the last.

Harper's Magazine for February is an unusually bright a fresh number, with nearly sixty engravings, opens with a very interesting paper, beautifully illustrated, on Cardiff and the valley of the Taff, in Wales. Among the illustrations are portraits of Lord and Lady Bute. Dr. Bolton's article on "The Log-Book of the Savannah" is a novelty. The Savannah was the first steamer that crossed the Atlantic. The log-book of the vessel, containing a quaint narrative of the voyage, is still preserved by the descendants of its captain, Moses Rogers. A faithful picture of the book itself, and a fac-simile of one of its entries, are among the illustrations of the article, together with two portraits of Captain Rogers, a picture of the steamer, etc. In an illustrated paper, entitled "And who was Blennerhassett?" J. S. C. Abbott relates the thrilling story of Blennerhassett and his accomplished wife, with a picturesque description of their island retreat on the Ohio. One of the brightest illustrated articles in this number is Mr. Van Cleaf's descriptive paper on "Barbadoes." A large installment is given of Blackmore's new novel, "Errema; or, My Father's Sin." The scene of the story thus far is in California. The novel is full of startling dramatic situations. Part VII. of "A Woman-Hater" recounts the adventures of Rhoda Gale as a female physician, and reaches a very interesting point in the career of Ina Klokking, the great contralto. Among the short stories are "Noel Brewster's Secret" (with three illustrations), a powerful novelette in seven chapters, by the late C. Welsh-Mason. Among other matters of interest in the *Scientific Record* is a resume of the results of the recent British Arctic Expedition.

For sale by Edwin Dewe.

SCRIBNER FOR FEBRUARY contains the following articles:— Trout-fishing in the Rangeley Lakes; A Winter on the Nile—second paper; John Romeyn Brodhead; The Outcast; Nicholas Minton—chapters 5, 6 and 7; A Morning with Sir Julius Benedict; Unaware; Farmer Bassett's Romance—part I.; Slumber Song; White of Sheldorne; A Valentine; That Lass o' Lowrie's—chapters 21, 22, and 23; In the University Tower; "How do I know what is the Bible?" Farragut in Mobile Bay; How Mr. Storm met his Destiny; Topics of the Time; The Old Cabinet; and Eric-a-Brac. Published by Scribner & Co., 43 Broadway, New York.

THE GENEVA AWARD OF \$15,500,000 in gold paid by Great Britain in compensation for the Alabama Claims, was invested by Congress in a five per cent. gold interest bond. The Court of Claims is now ended and the whole cost including the salaries of judges and all other charges amounts only to the comparatively moderate sum of about \$200,000. The total amount awarded is \$9,500,000. With the accrued interest there yet remains in the United States Treasury about nine millions and a half of the original sum, equal in currency to more than ten millions. As to what Congress ought to do with this balance opinions differ. Petitions have already been presented to Congress in behalf of many of the claimants for the payment of additional interest upon the Claims allowed, justly claiming that they are entitled to receive an amount of interest equal to that which the United States received, and it is believed that Congress will give a favorable answer to this request. Of the Awards that have been made the Boston Journal remarks:—

"How many hearts have been gladdened by these payments no one can know; but when it is remembered that much more than half of the number of the claimants were either officers or sailors who lost their little all by the depredations of the rebel cruisers, and that many of those have been in want ever since, one can well imagine how the receipt of five hundred or seven hundred or ten or twelve hundred dollars may have lifted an untold burden from weary hearts and brought the family once more around the hearthstone. The allowance made to sailors for the loss of their clothing and personal property varied we understand, from one hundred and fifty or two hundred dollars to four or five hundred dollars or more, according to the proofs in each case. The losses of officers were greater, and to both officers and men the law permitted an allowance for the loss of wages; so the award to hardly any one was less than three hundred or four hundred dollars, to which was added interest at the rate of four per cent. from the date of the loss. The losses began in 1861 and ended June 28, 1865, and thus the lowest interest awarded was for about eleven years, forty-four per cent., and in many cases more than fifty per cent. Applications have already been made to Congress for an allowance of an additional sum as interest sufficient to make the amount up to six per cent. This would give two per cent. per annum additional on the principal of the claims for a period of at least twelve years, and in most cases of more than that, and would give all the claimants about twenty-five per cent. upon the amount of their adjudged losses without interest, or on an average, probably, seventeen per cent. on the amount of principal interest already received, or about one-sixth more than has been paid. This sum, if given, would, in most cases, also be free from any charge for fees of counsel."

The London Times of December 25th, in an article expressing its opinion to the unappropriated balance of the Geneva Award, wholly repudiates its return to England, and adds concerning the claims of underwriters:

"There are generally two parties interested in the transaction—the owner or owners of the vessel and the underwriters. Where a ship was fully insured, of course the owners received their compensation at the time from the underwriters, and they cannot be paid over again. But the underwriters also received their compensation, for they insured the vessel at war risks; and the additional premium, not merely on the particular ship which was lost, but on the numerous ships insured on the same favorable terms, must be regarded as having secured them against loss. They agreed, in fact, for the payment of certain premiums to run the risk of the very disaster which happened to any such vessel, and they must, therefore, be regarded as having insured themselves against the consequences. To pay further compensation to them, in this instance, would be paying them twice over."

ST. NICHOLAS FOR FEBRUARY is received, and contains the following illustrated articles:—Andre, the Artist-Soldier; The Sand-hopper Jig; Clever Joe; The Indian Girl and her Messenger-bird; A talk about Canaries; Pattikin's House; The Crafty Fox; The Stars in February; A Valentine—poem; His Own Master—chapters 8 and 9; Esther, the Flower-girl; The Faces of Fishes. The other articles are:—The Valentine; Stars and Daisies; "Festina Lente"; The First Party; A Jolly Slide; Tragedy; The Peterkins at the Centennial; Jim and the Water-melon; Jack-in-the-Pulpit; Music; The Letter-Box and Riddle-Box. Published by Scribner & Co., 743 Broadway, New York.

A WHALING VOYAGE JOURNAL, done in verse by Charles Murphy, 3d officer on board ship *Dauphin*, of Nantucket, Zimri Coffin, master. The journal comprises 220 rather jingling stanzas, composed during the voyage, descriptive of incidents and ports visited, *Paya* where—

"The barren hills are ever dry,
For here no welcome rain
Descends from the ethereal clouds
To greet the parched plain.

"The houses here are built of logs,
The boards are split bamboo,
The roofs are thatched all o'er with straw,
And reeds and rushes too."

Tumbez, Cape Blanco, Sandwich Islands, Japan, Valparaiso, and return to Nantucket, where—

"Our anxious voyage now o'er;
To see our wives, sweethearts and friends,
We hasten to the shore."

Doubtless many an "old salt" may find in its perusal, familiar reminders of past experience. Published by the Atlantic Publishing Co., Mattapoisett, Mass. For sale at this office. Price only 25 cents.

William Watkins, Esq., has been chosen President of the New Bedford Institution for Savings, vice William C. Taber, resigned.

J. G. Bennett, since his duel with May, is reported to have sailed for England, accompanied with his sister and Mr. Howard Robbins.

In the Superior Court, Boston, on the 17th inst., Marks Blinnoutte, a pedlar, obtained a verdict of \$219, against the Fitchburg Railroad Company, for a pack containing shawls and fancy goods, alleged to have been lost in transit from Boston to Maynard.

Six tons of gold, in \$30 gold pieces, worth \$3,000,000 from San Francisco, under guard of twelve cavalry men, were placed in the Sub-Treasury in New York on the 15th inst.

COMMERCE WITH SOUTH AMERICA.—

The Tribune publishes a communication from Mr. Stevens, late United States Minister resident at Uruguay and Paraguay, giving important facts pertaining to commerce with South America, and presenting strong reasons for increasing steam communications therewith from this country. At present there is but one monthly line of steamers between New York and Rio Janeiro, giving communication twelve times in a year. European countries have communication one hundred and eighty times in a year, with the service of seventy steamers, a regular transit for passengers, freight and mail on an average of each alternate day. One company, Lampont & Holt, has 24 steamers, affording transit for passengers, freight and mail once a week each way. The average tonnage of the steamers is 1,500 tons. The Royal Mail, six magnificent steamers of 3,000 tons each, carries freight, passengers and mail twice a month each way. The Pacific Company has 12 magnificent steamers of 3,000 tons each, carrying passengers, freight and mail twice a month each way. The Belgian line of four large steamers for passengers, freight and mail affords monthly transit each way. The White Star line has recently commenced service, and six steamers of 4,000 tons each carrying passengers, freight and mails monthly to and from Europe. The French line has four first-class steamers of 3,000 to 4,000 tons each, and transports passengers, freight and mails once a month each way. The Italian line has four large iron steamers for passengers, freight and mails, and affords monthly transit to and from Italy and intermediate ports. The German line of four steamers, for passengers, freight and mails, affords monthly transit to and from Hamburg. The Clidde line of four steamers, for passengers, freight and mails, provides monthly transportation to and from Great Britain and intermediate ports. The Belgian line of four steamers, for passengers, freight, and mail, affords monthly transportation to and from Liverpool and Antwerp. The Royal Mail, the French, the Belgian, and the Pacific lines are subsidized, the first by the English Government, the second by the French Government, the third by the Belgian Government, and the fourth by the Chilean Government. While Europe has this constant communication with all the countries and the chief cities of Atlantic South America, the United States monthly communications extend no further South than Rio de Janeiro, stopping 1,100 miles short of the 3,000,000 of people of the Rio de la Plata countries, as well as the commercial ports of Brazil South of Rio de Janeiro. Against this tremendous odds of regular and rapid means of communication which Europe has against the United States, is it a wonder that the latter has no greater proportion of the trade of Atlantic South America?

Mr. Stevens advocates Government aid in the extension of our steam transit to the Rio de la Plata, whereby a population of 3,000,000 can be reached, whose trade, mostly concentrated at Montevideo and Buenos Ayres, is about \$80,000,000 per annum, of which the United States have only about one-tenth. The products of the Rio de la Plata are now readily transported to the United States by sail vessels, and lumber, flour, petroleum and some other coarse freight can be successfully shipped by the same class of vessels to the Rio de la Plata. But for our manufactured articles, our agricultural tools and machinery, the compact and valuable packages of goods, the numerous "specialties," in the production of which American ingenuity so much excels, direct and regular steam transit is indispensable. This is an important subject, more especially in view of the desirableness of opening up new markets for New England products.

THE LOSS OF SHIP *GEORGE GREEN*.—There appears to be no doubt that the ship *George Green*, of New York, Captain Wilcox, was lost on the English coast and that all hands have perished. Captain Wilcox was the son of the late Charles F. Wilcox of New Bedford and was 33 years of age. His wife Amelia, who was with him upon this voyage, was a daughter of the late Captain Gilbert and Eliza Jenney, who lived at Bellville, in New Bedford. She was nearly 32 years old. The present was Captain Wilcox's second voyage as master, but he had sailed with Captain Kirby a number of voyages as mate. They had no children.

Mrs. Upton, telegraph operator at the station in Burlington, Vt., has been awarded \$1,500 for injuries she received from a defective sidewalk.

The Union Trust Company in New York has been defrauded of \$64,000 by a skillful forger.

The expenditures for Duke's county last year were \$28,141.85. The excess of liabilities over resources is \$30,827.24.

The President has decided to recognize the Packard government in Louisiana.

Boston covers an area of 314 square miles, has 364 miles of streets, and its population is 342,000. In 1860 the population was 178,000, the city covered 41 square miles, and had 102 miles of streets.

Eight hundred freight cars are said to be blocked by the snow between Albany and Buffalo.

The Legislative appropriation bill before Congress provides for a reduction of about ten per cent. of the salaries of nearly all the civil officers throughout the country.

Jacksonville has grown faster than any other city in Florida, the population increasing within a few years from 2,000 to 12,000.

A few days since a county collector went to Portland, a distance of sixty miles to arrest a man for non payment of poll tax. The \$3 tax cost the man \$13.35.

IMMENSE DAMAGES.—

Advices from the West state that the break up of ice in the Ohio and Monongahela rivers the last week has been disastrous beyond record, and that the loss of property will exceed one million and a half of dollars. At Cincinnati seventy loaded and one hundred and fifty empty barges were sunk, and it is feared that some lives have been lost. In the Ohio river the ice is piled up 20 and 30 feet in some places.

A Pittsburg special says there is no telling, at this moment, the number of barges lost, but it will run into hundreds. Many months must elapse before they are replaced. Lying in the Monongahela, from its mouth to Greensboro', were no less than 70 steamboats and tow-boats, with an aggregate value of probably upward of one million. Besides these there were probably 750 coal boats and barges of an average value of \$500 each. On these crafts were laden about 15,000,000 bushels of coal, worth anywhere from five to eight cents a bushel on the barge. Numerous valuable coal tipsies and ice breakers were carried off like so many straws in a whirlwind. These in themselves constitute a great loss, inasmuch as they must be replaced before mining can be resumed. Months of active labor will be required to put the coal interest of the river in shape and in the meantime there must ensue a scarcity of coal in the West and South. Fawcett & Co., heavy coal shippers, have lost nineteen loaded boats, seven loaded barges, five fuel boats and thirty empty coal boats. The loss of life is small, though many had narrow escapes. A two-story frame house, from which the inmates had escaped, struck a pier of the bridge and was shattered to pieces. Prominent coal shippers estimate the damage done to their interest by the freshet at over \$1,500,000.

MASSACHUSETTS FINANCES.—The annual report of the Auditor shows that the financial interests of Massachusetts are in a very healthy condition. The net reduction of the State debt for the past year is \$336,000, notwithstanding a new addition of more than a million dollars. The total is now \$33,550,464, and the reduction is likely to go on in future in an increasing ratio. The total receipts of the Treasury or the year 1876 were \$16,492,771.81, consisting of 5,396,946.71 cash on hand at the beginning of the year, \$6,400,746.78 derived from revenue, and \$4,785,078.32 derived from invested funds. The payments from revenue were \$6,101,436.64, and payments on account of funds \$6,787,011.93; total \$12,862,448.57, leaving a balance on hand of \$3,630,323.24. The estimates for expenses, to come out of the revenue for the current year, place them at \$4,771,300; while the revenue already provided for will be \$4,008,241.02 leaving a deficit of \$763,058.98. To provide for this and leave funds on hand for the needs of the Treasury for 1878, before the coming in of the revenues for that year, a tax levy of about \$1,500,000 will be required.

TREASURY NOTICE.—Under the provision of the act of Congress to enable the Secretary of the Treasury to pay the judgments of the commissioners of Alabama claims, the Secretary gives notice that sealed proposals will be received at the Treasury department until noon of the 22d inst., for the sale of 5 per cent. coupon or registered bonds of the funded loan of 1881, in lots of not less than \$100,000, to the total amount of \$307,000. These bonds will be sold for gold, and payment therefor must be made within three days after the acceptance by the Department of the bid. Each bid must be accompanied by a gold deposit of 2 per cent. of the amount thereof, and no bid at less than par in coin will be considered.

The New York Herald says an official investigation of the Security Life Insurance Company has disclosed the usual amount of fraud and perjury in official statements made to the Department at Albany. Real estate worth a little over \$1,000,000 above incumbrances, was sworn to as worth nearly half a million. The amount of stocks and bonds owned by the company was sworn to as \$571,000, when it was under \$200,000. The cash on hand and in bank was sworn to as over \$200,000, when it was in reality not \$10,000, and so on to the end of the infamous fraud.

A young New Yorker at a party asked and received the consent of a young lady to accompany her home. He waited in astonishment while the company slowly departed, and finally found that it was time for them to go. "Oh," said she, demurely, "I am boarding here."

Brazil, the Dutch and Spanish colonies and some other British colonies have joined the Postal Union, and the Portuguese colonies, Hong Kong, Japan and the Argentine Republic have signified their desire to join the Union.

It is reported in Washington that the \$12,000 belonging to the Illinois National Bank of Chicago, and recently stolen from the Treasury Department, has been restored by the thief of his own volition.

The chief manager of a private London bank has an annual salary of \$150,000, and his two assistants receive \$50,000 each. A comforting reflection it must be that one is worth so much to his fellow mortals.

The jury in the case of Stacy against the Portland Press Company at Bath, Me., recently returned a verdict for the plaintiff; damages \$1. Under the present law one quarter the amount of damages only is added for costs. It is understood that Stacy will appeal.

"Young man," he said solemnly, "I'm sorry to see you smoking tobacco," and the young man assured him that he wasn't, that it was a Connecticut cigar.

Ketchum & Klissom is the name of a New York law firm.

We have received the January number of *LEISURE HOURS*, a handsome mammoth 16 page (64 columns) family paper, filled with the choicest literature—serials and short stories, sketches, poetry, wit, humor &c., &c. It is entertaining, amusing and instructive, and is one of the cheapest papers—the amount and quality of matter considered—that we have seen. The price is \$1.20 per year, including as premium a genuine fine-line steel engraving, called "The Mithereless Baiter," printed on 22x28 plate paper, which the publishers claim is superior in point of merit and attractiveness to any premium ever offered by any other paper in this country, and is alone worth the money asked for both. The publishers, J. L. Patten & Co., 162 William street, New York, authorize us to say, that in order to introduce the paper in this vicinity they make a special offer to every one of our readers to send them the paper—a "trial trip" for four months, post-paid, commencing with the January number—for 25 cents. Our readers who avail themselves of this offer will, we feel certain, thank us for having called their attention to it. The publishers of *Leisure Hours* would like to employ some one in every place to canvass for this paper.

James O. Woodruff, a wealthy merchant of Indianapolis, is organizing a University excursion around the world, and is now in New York looking for a vessel. Professor Steere of Michigan University is in full accord with his plans. It is proposed to engage a steamship of 1,000 tons burden, fitted out with staterooms and saloons for study, work and lectures, and provided with steam launches and a large number of boats. It will be commanded by experienced officers and a trained crew, and will set out from New York early in July on a two years' cruise. The vessel will be supplied with a large library and ample scientific apparatus. Provision will be made for the accommodation of from 60 to 80 students, who will be accompanied by a faculty of 10 professors.

A romance has just been brought to a sad end at Norwalk in the suicide of Miss Anne Woodworth, aged 40. She had refused many suitors, but one whom she loved was forbidden the house by her father, and parent and child then signed an agreement never to marry. She had since withdrawn herself from society, devoting herself to her father but the other day she thoroughly swept and dusted the house, folded her burial clothes upon her bed, left a note to her father, which he declares no one shall ever see, and hanged herself to a rafter in the garret.

An experienced lady observes that a good way to pick out a husband is to see how patiently he waits for dinner when it is behind time. Her husband remarks that a good way to pick out a wife is to see whether the woman has dinner ready in time.

MARRIED

In this city, 16th inst., Mr. Charles M. Snow to Miss Rachel A. H. King; Mr. James M. Mayor to Miss Ellen Bottan, all of this city; 17th, Adolph Blitz, M. D., of Nashville, Tenn., to Miss Anna D. Wicks, of this city; Mr. Joshua Crabtree to Mrs. Maria Bryan, both of this city; Mr. Herman F. Peckham, of Middletown, B. L., to Miss Esther A. Sweet, of Dartmouth; 18th, Mr. Elisha C. Brown, of Attleborough, to Miss Lizzie Tripp; Mr. Thomas J. Forrester, of Boston, to Miss Eliza F. McCough, of this city.

In Fairhaven, 12th ult., Mr. John J. Allen to Miss Rosalita A. Paine, both of Fairhaven. In Dartmouth, 14th inst., Mr. John A. Viera to Miss Hannah E. Frates, both of Dartmouth.

In Edgartown, 11th inst., Mr. William N. Coffin to Mrs. Bessie J. Bakewell, of this city. In Philadelphia, 16th, Isaac Hayes, of West Chester, Penn., to Mary H. Girwood, daughter of the late Edmund Gardner of this city.

DIED.

In this city, 15th inst., Mary A., daughter of Patrick and Abby Shea, 36 years and 1 month; Betsey, wife of Stephen Wilkinson, 55; 16th, Abram C. Combs, 38; Evelene R., daughter of James R. and Frances A. Reynolds, 13 years, 11 months and 15 days; 17th, Clara F., wife of Capt. Robert B. Chase, 27; Freeman Taber Church, 73; 18th, Matilda A. Brown, 54; William Ellison, 52 years and 7 months.

In Fairhaven, 16th inst., Capt. Bethuel Gifford, 87 years and 8 months. In Mattapoisett, 16th inst., Jacob Kenney, formerly of this city, 81 years and 3 months. In Dartmouth, 18th inst., Sarah W., widow of the late Humphrey H. Reynolds, 77 years, 9 months and 13 days.

In Long Plain, 16th inst., Hannah H., daughter of the late William T. Howland. In Nantucket, 13th inst., Catherine C., wife of Patrick Robinson, 67; 14th, Capt. Alexander Cartwright, 64; 16th, Alanson Swain, 68.

In New London, Conn., 7th inst., Jervis Robinson, formerly of Nantucket, 78. In Cambridgeport, 14th inst., Paul Mitchell, formerly of Nantucket, 75.

In Jersey City, 13th inst., Christopher S. Morse, formerly of Fairhaven, 49 years, 7 months and 24 days.

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—OF A—
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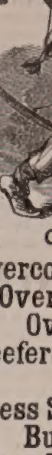
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lustrated; "The Clock in the Sky," by
Richard A. Proctor; "A Christmas Play for
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tution and the Laws, any attempt to rob
the nation of its proper choice, and to carry
on the great work of reform and purifica-
tion in the government.

There is a gratifying hope that the re-
tired country has at last begun the work
of reform, and that under the chosen Dem-
ocratic administration will successfully car-
ried on. To strengthen this and to carry on
BOSTON POST, as the representative of Demo-
cracy in New England, will give its earnest
efforts, confident that the Constitutional
principles on which the Republic was
founded one hundred years ago, and
which will safely carry the nation through
the troubles that have gathered about the
opening of the second century of its exist-
ence.

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Where they will be found prepared to ex-
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Wasks, Kerosene Oil Containers
FOR TALLOW &c., &c.,

The Whalemens' Shipping List.

NEW BEDFORD.
TUESDAY MORNING, JAN. 30, 1877.

IMPORTS
Of Sperm and Whale Oil and Whalebone into the United States, for the week ending January 29, 1877:

	Bls.	Sp.	Bls.	Sp.	Bls.	Sp.
New Bedford.						
By Railroad.						
By Steamship.						
By Sloop.						
By Bark.						
By Schooner.						
Total.						
Previously.						
From Jan. 1, to date.						
Same time last year.						

NEW BEDFORD OIL MARKET.
For the week ending January 29.

The market for Sperm and Whale Oil still remains without transactions here; but we have of a sale of 1,400 bbls. whale, ex-Northern Light, in San Francisco, for home use, on private terms.

IMPORTATIONS.

Per brig Starlight, at Boston, 25th inst., from Barbadoes:—34 bbls. sperm and 33 do. whale oil from bark Hadley, to William Lewis, New Bedford.
Per bark Northern Light, at San Francisco:—1,400 bbls. whale oil, to Jonathan Bourne, New Bedford.
Per railroad, 24th inst., from San Francisco:—13,800 lb. whalebone, from bark Rainbow, to I. H. Bartlett & Sons, New Bedford.

LETTERS.

A letter from on board schooner Pedro Varela, Brenton, of this port, reports her off Cape Verde, December 9th clean.
A letter from Capt. Avery, of schooner Petrel, of this port, states that on the 17th of December he made fast to a 70 bbl. whale, but the sea was so rough at the time that he only succeeded in saving about 35 bbls.
A letter from the 3d officer of bark Matilda Sears, Childs, of Dartmouth, reports her on New Zealand, November 23d, with 430 bbls. humpback oil since last report.

The committee of the Wamsutta Mills Corporation had an interview on the afternoon of the 23d inst., with Superintendent Kilburn, President Grinnell and Treasurer Peirce, relating to the proposed reduction of wages. The committee were told that the Mills were not in a prosperous condition, that there was a large stock on hand and that it would be for the interest of the corporation to close their mills rather than to run them at the present rate of wages, and that the proposed rate per cut of 42 yards would be 30 cents while no other mill in the country is paying over 50 cents. The interview was entirely amicable throughout. Another meeting of the operatives was held on the 23d inst., at which it was proposed to hold another mass meeting on the 25th inst., to obtain a final decision on the part of the operatives as to whether or not they will continue work if the proposed reduction of pay is enforced.

The subject was further discussed at a mass meeting of the operatives at City Hall, on the evening of the 23d inst., but without taking any definite action, the meeting adjourned to the 30th inst.

The moulder in Grinnell's foundry have had their wages reduced 10 per cent.

The workmen in the Street department have been notified that the wages of bosses will hereafter be 25 cents per hour, instead of \$3 per day; of teamsters \$10.50 per week, and laborers 15 cents per hour.

ANOTHER NEW WHALER.—John W. Howland has commenced to build a brig for Capt. Philip H. Reed, late of schooner Union, to be employed in the whaling business. She will be about 175 tons, 85 feet long, 23 feet beam, and 10 feet hold. She will probably be ready for sea about the middle of May.

At the twenty-fourth anniversary of the Ladies' City Mission Society in this city, on Sunday evening, the 21st inst., the statement was made that the work of the Society had undoubtedly diminished crime and lightened taxes. Many sailors have signed the pledge, and their quarter of the city has improved in appearance. Twenty-two teachers and an average attendance of 150 constitute the school, and there is a library of 400 volumes. The receipts for the year were \$1,992.26, and the expenses \$1,322.92. In charitable work and missionary visiting much has been done.

THE ATLANTIC MUTUAL INSURANCE COMPANY in New York, with which many of our ship owners have through many years held satisfactory dealings, presents an unexpectedly favorable statement of its finances, considering the many disasters of the last season. A scrip dividend of 40 per cent. is declared on the net premiums of the last year. The usual interest is to be paid on all outstanding certificates, and the entire principal of the issue of 1873 is to be redeemed in cash. The company has nearly seventeen millions in first class assets, and in judicious management stands at the head of this class of institutions.

The annual meeting of the Bristol County Mutual Fire Insurance Company was held on the 23d inst. The officers were all re-elected, and at a meeting of the Directors William H. Taylor was re-elected President and George N. Alden Secretary. The amount insured December 31st, was \$5,623,700, on 2,838 policies, with premium notes amounting to \$721,822. During the year 1876, 19 losses were paid, amounting to \$11,432.

Negotiations are in progress looking to the settlement of damages caused by the steamer City of Fitchburg, of New Bedford, to the British schooner Martha A., of and for St. John, N. B., with lumber for New York. The owners of the steamer are willing to pay up after the matter has been decided by arbitration.

Bark Modesta, which put into the Bermudas on the 17th ult., in distress, has been condemned, and the oil which she had on freight is to be shipped to this port in the steamer Canima, of the New York and Bermuda line.

The Compromise Electoral bill finally passed the United States Senate on the 25th inst., years 47, votes 37. On the 26th, the bill also passed in the House of Representatives by a vote of 191 to 88. The bill will receive the approval of the President, and the next move will be the selection of the tripartite tribunal in accordance with the requirements of the law. If this commission realizes the prediction of its friends and authoritatively decides the Presidential question, it will be a matter of rejoicing; while on the other hand should it prove a failure, it will leave the Presidential question in the same muddle as before.

The vote of New England was somewhat curious. Every Democratic Representative from that section voted aye, but the Republicans were divided, Messrs. Flye, Frye, Hale and Plaford of Maine followed the lead of Senators Hamlin and Blaine, in voting nay, while Mr. Burleigh voted aye. Mr. Blair of New Hampshire voted nay, Senator Cragin having voted aye, while Senator Watleigh did not vote. Messrs. Denton, Hendee and Joyce of Vermont voted nay, although Senators Edmunds and Morrill had voted aye. Messrs. Crapo, Harris, Pierce, Hoar and Seelye of Massachusetts voted aye, as had Senators Dawes and Boutwell, while General Banks voted nay. Messrs. Ballou and Eames of Rhode Island voted nay, although Senator Burnside had voted aye, and Senator Anthony would also have voted aye had his health permitted him to be in his seat, and Mr. Wait of Connecticut followed the example of Senator Eaton from that State in voting nay. The grand totals were: Democrats voting aye, 159; Republicans voting aye, 32; Democrats voting nay, 18; Republicans voting nay, 68. The Democrats were largely in favor of the bill, but over two-thirds of the Republicans were opposed to it.

Resolutions approving the bill have been adopted in the Representative branch of the Legislature of this State, by a vote of 189 to 19.

The latest advices relative to the Eastern question show a disposition on the part both of Russia and Turkey to take every possible step toward settling their dispute by diplomacy before initiating war, but extensive military preparations are being carried on, meanwhile, by both powers.

The Boston Transcript says:—"Rev. Dr. Samuel West, a distinguished Unitarian clergyman of New Bedford made a prophecy just a hundred years ago, founded on Daniel xi. 44, and Ezekiel xxxviii. 2. 'According to these texts,' he said, 'I understand that the Russians are to conquer the Turks; but that previously the Greeks and many other subjects of the present Turkish Empire will revolt, and put themselves under the protection of the Russians, that by their means they may free themselves from the Turkish yoke.' It looks very much as though old Dr. West's prophecy is about to be fulfilled, although so unlikely when uttered."

THE PACIFIC RAILROADS.—The United States Senate Railroad Committee have under consideration Gordon's bill for the settlement of the Treasury accounts with the Pacific Railroads, and have so amended it as to require the companies to start a sinking fund at once with \$1,000,000 paid in and not less than \$750,000 added annually until the whole amount is paid, with interest at 6 per cent. This plan requires the companies to commence paying bonds 22 years before the average date of maturity of the last issued bonds. This is an all money settlement which restores to the Treasury every dollar it has paid or may hereafter pay out, and it is understood that it will be presented by the committee in place of the land and money proposition heretofore reported. It is not known whether the railroad companies will accept the plan, as they hold that under the law they are entitled to the whole thirty years time of the bonds in which to meet them. Members of the committee say they ought to accept this settlement in its present shape as the best they can obtain from this Congress.

We have received the January number of LEISURE HOURS, a handsome mammoth 16 page (64 columns) family paper, filled with the choicest literature—serials and short stories, sketches, poetry, wit, humor, &c. It is entertaining, amusing and instructive, and is one of the cheapest papers—the amount and quality of matter considered—that we have seen. The price is \$1.20 per year, including as premium a genuine fine-line steel engraving, called "The Mithereless Bairn," printed on 22x28 plate paper, which the publishers claim is superior in point of merit and attractiveness to any premium ever offered by any other paper in this country, and is alone worth the money asked for both. The publishers, J. L. Patten & Co., 162 William street, New York, authorize us to say, that in order to introduce the paper in this vicinity they make a special offer to every one of our readers to send them the paper—a "trial trip" for four months, post-paid, commencing with the January number—for 25 cents. Our readers who avail themselves of this offer will, we feel certain, thank us for having called their attention to it. The publishers of Leisure Hours would like to employ some one in every place to canvass for this paper.

The report that a new combination of coal operators would occasion an advance in the price of coal, prove to be unfounded. 150,000 tons have been sold by auction in New York the last week at a considerable decline from prices of last month.

The New York Sun shines for all in a new and beautiful typography.

Among the applicants for a position on the police force in Boston, is one man who, three years ago, paid a tax on \$40,000 real estate in that city, and who has been reduced to poverty.

A suit has been commenced in *capias* in the United States District Court, New York, against ex-Governor Samuel J. Tilden to recover \$150,000, alleged balance due of income tax. A *capias* has been issued and served on Mr. Tilden, returnable on the 6th of February.

A DISHONEST LIFE INSURANCE AGENT.

The New York Express tells the following story of the doings of an agent of a Life Insurance Company: "A policy holder in one of our city life companies, having paid his premium promptly to the agent of his company for nine or ten years, and received his dividend credits regularly, has called at this office to inquire as to the standing of the company. Noticing the policy well covered with receipts and dividend credits, with singular regularity of percentages, in the handwriting of the agent, we advised the policy holder to go to the office of the company to see whether the payments, aggregating over \$1,100, were all right. Taking this advice the policy holder, on application, found that not only the policy, but all the receipts and dividend credits were forgeries, no such policy having been issued or receipts given by the company or any one authorized to do so in its behalf. If policy holders would recollect that the receipts of the officers of the company only are valid, it would save them trouble and loss. The agent in this case admits his guilt, but asks the privilege to return the money in monthly instalments. The defrauded policy holder, being poor, is advised to accept of this course rather than send the agent to the State Prison. For the sake of the friends of the agent we omit his name."

MASSACHUSETTS FISHERIES.—William Cogswell, General Inspector, reports the mackerel catch for 1876, at 223,713 barrels, of which \$9,616 were 1's, 95,867 were 2's, 63,009 were 3's, and 4,723 were 4's. The inspection was at twelve ports, as follows: Barnstable, 1,723 barrels; Boston, 38,384; Chatham, 4,483; Cohasset, 6,988; Dennis, 2,175; Gloucester, 98,181; Harwich, 13,934; Newburyport, 3,981; Provincetown, 16,941; Plymouth, 28; Rockport, 5,610; Wellfleet, 36,230. Cape Ann, it will be seen, covers nearly half of the whole catch. In addition to the above there were re-inspected in Boston, 34,000 barrels, and in Gloucester 3,300, making the total inspection 261,010.

In the National House of Representatives on 23d inst., the President's Message was received, in response to a resolution calling for the facts in relation to the service of troops in the Southern States at election time. He states that they were employed only for the purpose of preventing violence and securing a free ballot, and declares that his course was guided solely by a purpose of faithfully performing his duties in accordance with the Constitution.

ARMY FOR TURKEY.—The British iron screw steamer Lotus, tonnage 2,152, will leave New Haven, Conn., for Constantinople direct, bearing the most valuable cargo ever taken out of that port. It is composed of rifles and ammunition for the Turkish government as follows: 70,000 Martini Henry rifles, 70,000 bayonets and scabbards, 1,000 Winchester guns, 10,000 cartridges, 15,000,000.400 Martini shells, 15,000,000 bullets and 50,000,000 gun wads. The Martini Henry rifles are shipped by the Providence Tool Company of Providence, and the balance of the cargo by the Winchester Repeating Arms Company of New Haven. The total value of the cargo is \$1,769,100.

The steel flotilla which is now being built for the British Navy, and which is to consist of two shits of extraordinary swiftness and six powerful corvettes, will be rapidly pushed forward. All of them will be based in wood except at the prow, which will consist of a single gun-metal casting. The two larger vessels are to be fleet dispatch boats, with a speed of not less than 20 miles an hour. They will measure nearly 4,000 tons, and be fitted with engines of 7,000 horse power.

As a result of the revival in Newburyport in connection with the labors of Mr. Hammond it is said that more than five hundred have confessed conversion, very many are earnestly inquiring the way of life, the surrounding towns are awakened, and a large body of Christians are ready for an aggressive movement. The meetings are to be continued this week in the City Hall.

It is an odd but significant illustration of the hard times that the toy market is much depressed; a Brooklyn dealer who has just failed has frequently sold \$30,000 a year, but during the recent holiday season his trade dwindled to almost nothing.

For many years the setting of locomotive-wheel tires has been done at the Boston and Albany Railroad shops in the old fashioned way of laying the tire on the ground and building a fire around it. The tires are now heated inside the machine shop, and very quickly, by powerful gas jets which send a stream of fire on the inside of the tire, much quicker better and cheaper than by the old method.

A bickering pair of Quakers were lately heard in high controversy, the husband exclaiming, "I am determined to have one quiet week with thee!" "But how wilt thou be able to get it?" said the taunting spouse. "I will keep thee a week after thou art dead," was the rejoinder.

A Sunday school teacher was giving a lesson in Ruth. She wanted to bring out the kindness of Boaz in commanding the reapers to drop large handfuls of wheat. "Now, children," she said "Boaz did another nice thing for Ruth; can you tell me what it was?" "Married her!" said one of the boys.

The loss of stock in Texas from snow and cold it is stated will amount to millions of dollars.

Every young man needs to learn how to drive a horse with one hand. If he can't do this, he might as well give up sleigh-riding with the girls.

INTERTEMPERANCE AND ITS REMEDY.

The *Sailor's Magazine*, for December, contains an able paper on this subject, by the Rev. Henry M. Scudder, D. D., in which after illustrating with peculiar force the ravages of intemperance, its work on appetite, body, will, heart, its destruction of the Temperance Pledge as a means of educating the coming generation in the principles of total abstinence, and the enforcement of legal efforts to suppress the traffic. He proceeds:

"Look at the saloons in this city. You may cross streets in this city, and encounter three tippling saloons on the four corners, and I dare say there are places where all four corners are saloons. Their name is legion, and they are of every kind, from the lowest slum where the meanest drunkard crawls, to the flaming rum-palace where well-dressed gentlemen go with a jaunty air. These saloons promote drinking in every possible way, for the more the drinking the more is their gain. In many of them the gaily dressed emsaries of the brother are present as an additional lure. These place vice side by side with respectability, and slip in their way from their homes, and slip in their way from their homes, and slip in their way from their homes. They are the dens of crime. In them take place innumerable quarrels and fights. In them the pistol is often heard, and the dagger is struck home. In them vagabonds are made, thieves are trained, burglars are educated, and murderers are bred. They are fountains of defilement, death and damnation. If the scenes that are enacted in the rum shops of the United States could be set before us just as they transpire, we should stand aghast at the hideous spectacle; it would be like gazing into the abyss of hell itself. Over all this iniquity and ruin the State spreads its broad shield. It licenses it all. It legalizes it. The rumrunner displays his license, and says, 'Look here, I am an honest man; I act under the sanction of the State; my calling is a respectable one, because it is legal; I am just as good as you are; I act under the patronage and protection of the Government.' Now, let all men who love their State, their country and their fellow men, all who wish to arrest vice, and promote virtue, unite in demanding that there shall be no more licensing of tippling houses. We have the right, through our representatives, to make the laws, and let us see to it that there shall be no more license, but suppression."

But, can this be done? Is a prohibitory law constitutional? Is it not an invasion of personal rights and liberties? Robert C. Pitman, Judge of the Superior Court in Massachusetts, has settled that point in a single sentence. He says: "Every license rests upon the logical basis of antecedent general prohibition, and derives its only pecuniary value therefrom." This sentence deserves unfolding. The idea is this: That the granting of license to sell liquors, implies a previous universal prohibition of the sale of them. If prohibition is not made, no license is necessary. Therefore, if a license is needed, why? Because without a license prohibition is in full force, and this without any specific law. So that it appears that prohibition is original, natural and universal. Prohibition is normal, and license is exceptional. It is the boring of holes in the dam that is already built. Hence, when we ask for a prohibitory law, we ask for that which is right, which cannot be by any possibility be wrong. It is only a legal affirmation of that which is already naturally forbidden. It is revoking the licenses. It is the filling up of the holes in the dam, which holes have now become so many and so great, as to threaten us with national desolation. It appears therefore that the people are competent to enact a prohibitory law.

But another question comes up. Ought the Government to turn the reins of prohibition over to the charter of our cities, to that which is called the local option, and the functions of government—the Constitution of the United States. Its first sentence clearly and forcibly defines the objects of government: "We, the people of the United States, in order to form a more perfect union, establish justice, insure domestic tranquility, provide for the common defense, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity, do hereby give to the United States of America." Here are a half a dozen points that furnish good ground for a prohibitory law. I shall take up only one:

"We, the people of the United States, in order to establish justice, do ordain, etc." We aver that granting licenses to sell liquor is not establishing justice, but the contrary. It is not just to allow a body of men like the liquor-sellers to tempt others to do wrong. It is not just to authorize these men to ply their art upon the drunkard, who is a man in a disabled condition, incapable of defense. It is not just to give these men the unfair advantage over the property of others which they possess and exercise, taking as they do, not only the laborer's daily earnings, but often his house, his farm, and that which he has laid up in the savings-bank. It is not just to permit these men to set the infatuated and the same moment to set the heads of hundreds of thousands of innocent women. It is not just to let these men prosecute a trade which contaminates and corrupts the children, who are the hope of the State. A government that issues licenses to sell liquors, makes a provision which succeeds in infecting thousands of children with hereditary diseases; succeeds in depraving a great number of homes, out of which shall emerge no good citizens, but vagabonds and criminals. The greater part of juvenile crime among us is the product of our license laws. It is not just to inaugurate a license system which necessarily imposes heavy taxation, which makes virtuous men pay a vast bill of governmental expenses, incurred solely by the sale and use of intoxicating liquors—thus upholding bad men, and punishing good men. It is not just to visit with penalties the criminals who are made by such rum-running, and at the same moment to let the rumrunner aloft on a legal summit, where he can fly his flag triumphantly, and say: "I have done no wrong. The law gives me the right to sell, and sell I will continually." These things are not just; and inasmuch as government is ordained 'to establish justice,' and inasmuch as the license system breeds these forms of injustice, the license system should be suppressed, as a great and flagrant injustice perpetrated in our land, under the sanction of law. "The prohibitory law," say our opponents, "has been tried in Maine. It is a failure. It is eluded." Will you tell me of any one kind of law, in any State or kingdom under the whole heaven that is not eluded? There are laws against gambling-houses, and against brothels. Do not the passions and lusts of men elude them? There are laws against the printing and circulation of obscene books. Are none printed. There is a tariff under the Government. Is there no smuggling done in the land? If the argument is correct that a law against selling intoxicating drinks is useless because it will be eluded, there ought to be no law against gambling, and against obscene literature. Also there

ought to be no tariff. Indeed there should be no laws of any kind, because if there are laws, somebody will break them. Following out this argument would kill all law, government and society, and introduce universal anarchy and ruin. We must have laws to express what right is, and what wrong is. Thus law becomes a part of the moral education which government is bound to secure in its subjects. A law against gambling is good, even if we cannot so enforce it as to annihilate gambling. The law makes it nefarious, and that is a great good gained. A law prohibiting the sale of intoxicating drinks, though it be not perfectly enforced, proclaims the criminality of those acts, and when men are driven to sell secretly, and drink clandestinely, they do thereby stigmatize their own doings, and a high moral end is thus attained.

But very erroneous statements have been disseminated concerning the enforcement of the Maine law. The Hon. Woodbury Davis, Judge of the Supreme Court of Maine, says: "The Maine law has produced a hundred times more visible improvement in the character, condition, and prosperity of our people than any other law that was ever enacted."

I say therefore, in closing, that it is the duty of all good citizens to agitate the subject from pulpit, platform and press, until we secure prohibitory laws in all the States of the Union.

—The Hon. H. A. P. Carter of Honolulu, formerly Ambassador at Washington, has been appointed by the King, Minister of Foreign Affairs, an appointment which appears to give universal satisfaction through the island. His colleagues in the present cabinet are Judge Hartwell, Dr. Smith and Governor Kapena, who accompanied the King on his Eastern tour.

—Spurious money appears to be quite plenty just at present. Halfpence and quarters are the principal coins in circulation. So well is the counterfeiting done, that in many cases the coins cannot be detected by a false ring. The counterfeit is generally deficient in weight; but in size, moulds, milling and design it is almost perfect, so that a strong glass will afford but slight opportunity to distinguish between the true and false.

—J. N. Farrar, cashier of the Abington Bank, drew \$5,000 from a Boston bank, and putting the amount into his satchel, went into an eating-house at the corner of Essex and South streets for his dinner, hanging his satchel over his coat. When he had finished his dinner his satchel was gone. The satchel, with all its contents except the bills, was found on Cove street, through the aid of a woman who says she saw some one throw it away, and went and picked it up.

—Mr. William W. Corcoran, the munificent Washington banker, is seventy-eight years old. He is the son of an Irishman, and after failing as a merchant he became a banker in 1840, and laid the foundation of his fortune when he was the financial agent of the Government during the Mexican war. Beside the money which he has given to the Corcoran Gallery in Washington, he has given fifty thousand dollars to the University of Virginia, and has made generous gifts for a cemetery in Georgetown, D. C., and for other enterprises. For the Corcoran Gallery and the ground on which it stands he spent \$250,000; for the original collection of pictures and statuary, \$100,000, and for an endowment fund he has given \$900,000.

—Gold mining is having a marked effect on the physical features of California. The river bottoms are being gradually raised by the earth carried down in suspension, and it is estimated that, at the present rate of "scoaling," the Sacramento will be un navigable in ten years.

—Miss Harriet Lawrence of Dalton, 49 years old, has been confined to her bed 23 years. She is said to be a woman of remarkable information and Christian resignation. She keeps posted in current news.

DIED.
In this city, 20th inst., Michael, infant son of Thomas and Hannah Bowen, 4 months and 13 days; 21st, Mary B., wife of Thomas Hussey, formerly of Nantucket, 33 years and 4 months; 24th, James Neild, 55 years and 5 months; 25th, Mary, wife of Samuel Furness, 21 years, 6 months and 2 days; 26th, James Brawley, Jr., 28 years and 5 months.
In South Dartmouth, 25th inst., Sheubel Eldredge, 78 years and 10 months.
In Acushnet, 25th inst., Capt. Henry Packard, 90 years and 5 months.
In Nantucket, 21st inst., Mary, wife of Thomas E. Gibbs, 37 years, 11 months and 19 days.
In Fall River, 21st inst., Eleazer Waldron, 97.
In Dighton, 23d inst., Betsey, widow of the late Dea. Josiah Simmons, 80.
In Marston's Mills, 17th inst., Abigail, widow of the late Captain Hinckley, 90.
In East Cambridge, 16th inst., Joseph W. Hastings, formerly of Sandwich, 70.
In Chicago, 22d inst., Henry Peirce, formerly of this city.

FOR THE AZORES.

The clipper bark **MODESTA**, with run as regular packet between Boston and the Azores Islands. For freight or passage apply to **CAPT. WILLIAM LEWIS**, No. 13 Hamilton Street, New Bedford. **MEDINA BROTHERS**, No. 39 Lewis Wharf, Boston. **MANUEL J. SEQUEIRA**, Fayal, W. I. **OR SILVA, CABRAL & CO.**, St. Michaels, W. I. apl1176-1f

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OFFER FOR SALE
Yellow Metal and Copper Sheathing.
BOLTS, SPIKES, NAILS, &C.,
—Old Metal taken in exchange for new.
John P. Knowles, 2d, Agent.
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apr272

CORDAGE.

THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish at short notice

GANGS OF RIGGING,

Of all sizes, and of the best manufacture.
MANILLA AND HEMP WHALE LINE,
Made from pure Manilla and Russia Hemp.
All orders sent to **L. A. FLEMING, Treasurer, Rutch's Square, New Bedford, Mass.,** will be promptly attended to.

OFFICE OF THE
Atlantic Mutual
INSURANCE COMPANY.

NEW YORK, January 21, 1877.
The Trustees, in conformity to the Charter of the company submit the following statement of its affairs to the stockholders, 1876:
Premiums received on Marine Risks, from 1st January, 1876, to 31st December, 1876, \$4,928,107.66
Premiums on Policies not marked off 1st January, 1876, 2,172,266.67
Total amount of Marine Premiums, \$7,100,374.33
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.
Premiums marked off from 1st January, 1876, to 31st December, 1876, \$5,061,095.12
Losses paid during the same period, \$1,805,103.49
Returns of Premiums and Expenses, \$1,038,410.35
The Company has the following **ASSETS, VIZ:**
United States and State of New York Stocks, City, Bank and other Stocks, \$11,068,760.00
Loans secured by Stocks, and otherwise, 1,719,300.00
Real Estate and Bonds, 267,000.00
Interest, and sundry notes and claims due the Company, estimated at, 402,250.10
Premium Notes and Bills Receivable, 1,812,504.38
Cash in Bank, 305,012.74
Total Amount of Assets, \$15,094,867.31
Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 6th of February next.
The 1873 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 6th of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.
A dividend of forty per cent. is declared on the net earned premiums of the Company for the year ending 31st December, 1876, for which certificates will be issued on and after Tuesday, the 6th of April next.
By order of the Board,
J. H. CHAPMAN, Secretary.

TRUSTEES.

J. D. Jones, Royal Phelps,
Charles Dennis, Thomas F. Youngs,
W. H. Moore, C. A. Hand,
Lewis Curtis, John D. Hewlett,
Charles H. Russell, William H. Webb,
James Low, Charles P. Burdett,
David Lantieri, Alexander V. Blake,
Gordon W. Burnham, Robert Lemoyne,
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Adam T. Sackett, William H. Fogg,
Peter V. King,
J. D. JONES, President.
CHARLES DENNIS, Vice President.
W. H. MOORE, 2d Vice President.
A. A. RAVEN, 3d Vice President.
Jan877

A THRILLING NARRATIVE
—OF A—
WHALING VOYAGE



Of 36 Months around Cape Horn, on board Ship DAUPHIN, of NANTUCKET.
CONTAINING 220 poetical stanzas, giving a portion of the voyage, kept by Charles Murphy, 3d officer of the Dauphin, from the date of leaving Nantucket to the day of her return, embracing a full account of the incidents of the voyage, such as capturing whales, the weather, ports visited during the cruise, the inhabitants, their manners and customs, houses, soil, etc. Also an account of the picking up of the crew of two survivors of the ship Essex, of Nantucket, who having been sunk by collision with a whale, and who had been at sea in an open boat for ninety days without proper food or nourishment, during which time a portion of the boat's crew were killed and eaten by the survivors. The book also contains numerous exciting incidents, making it one of the most interesting works ever published. It should be in the hands of everyone, particularly those interested in the whaling business. It is published by **THE ATLANTIC PUBLISHING CO., OF MATTAPOISETT.**
Single copies sent by mail, free of postage, at 25, 50 and 75 cents, and \$1.
Copies may also be had at this office.
Agents Wanted. 4t Jan23

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NAUTICAL, MATHEMATICAL, AND
OPTICAL INSTRUMENTS,
Charts, Nautical Books, Patent
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Oils, Whalebone, Candles &c.,
ON COMMISSION.
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THIS PUMP is the most powerful, as well as the easiest working now in use. It is adapted to all kinds of vessels, as well as houses.
—Mr. White attends to the repairs of all kinds of Pumps; also furnishes and does all kinds of Plumbing on the most reasonable terms. Call at No. 24 William street, Jan876 1y

LIST OF WHALERS IN PORT, NEW BEDFORD.

Ship Daniel Webster.
Bark Catalpa.
—Commodore Morris.
—E. Corning.
—Janet.
—Janus.
—Minerva.
—Oregan.
Schr. Golden City.
—Union, Tripp, Atlantic.

Wholesalemen's Shipping List

AND MERCHANTS' TRANSCRIPT.

VOL. 34.

NEW BEDFORD, TUESDAY MORNING FEBRUARY 6, 1877.

NO. 51.

The Wholesalemen's Shipping List,

AND MERCHANTS' TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING

BY EBEN. P. RAYMOND,

8 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance, or \$3.00 when paid strictly in advance. Single copies 8 cents.

No paper will be discontinued until all arrearages are paid, except at the option of the publisher.

Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitute a square.

The Shipping List has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.

A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.

JOHN GODDARD & CO., 81 Gracechurch Street, London, England.

A. W. FILLICE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS FOR 1877.

Table of Importations, showing the date of arrival, and the amount of Oil and Whalebone brought by each vessel.

	Bls.	Bls.	Lbs.
	sp.	wh.	bone.
JANUARY.			
1 "Janus, N.B.	250		
do, on freight,	147		
2 "By Railroad, N.B.		8,940	
3 "Car. Catherine, N.B.	864	885	
4 "By Railroad, N.B.		13,860	
25 "Starlight, Boston,	34	32	
26 "Northern Light, S.F.		1,400	

WHALES TO ARRIVE IN 1877.

The following is a list of whalers expected to arrive in 1877, with the quantity of Oil and Bone on board, when last heard from:

	sp.	wh.	bone.
Abbie Bradford,			
Abbott Lawrence,			
A. Houghton,			
Amelia,			
Avola,			
Corah,	260	350	
do, on freight,	682	475	
Franklin,			
George & Mary,			
George & Susan,	90	780	
Hadley,			
John Howland,		1,500	
Mary & Susan,		1,300	
Morning Star,		560	
Nauticus,	1,350		
Petrel, bark,	620	200	
Petrel, schr.,			
Pioneer,			
2d, do,	50		
Selma,			
Stamboul,	250		
Tamerrane,			
Union,			

FARHAVEN.

Cohannet,

Ellen Rodman,

MARION.

Admiral Blake,

DARTMOUTH.

Matilda Sears,

120

30 2,750

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DAILY LINE.

Fare Cheaper than by any other Route.

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A. C. FISK, Commander.

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On and after MONDAY, Nov. 8th, the Steamers of this Line will run daily, (Sundays excepted), between New Bedford and New York, leaving New Bedford, from Commercial Wharf, at 5.30 P. M., and New York, from Pier 85 East River (near foot of Market street), at 4.15 P. M.

The accommodations for passengers and freight are, first-class, in every respect, having all the modern improvements possible for steamers of this class.

Passengers from New York make close connections with steamers for Martha's Vineyard, Wood's Hole, Oak Bluffs, Falmouth Heights, Edgartown, Nantucket, and with the New Bedford Railroad for points on those roads and connections.

State rooms may be secured at the Parker House, or on board the steamers in New Bedford, and on board the steamers in New York; also on board the Vineyard Steamers. Fare \$2 each way.

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Positively no freight received after 3 o'clock.

For further information apply at office of BARLING & DAVIS, Agents, 36 South street, New York, and at office of Company, 6 Commercial wharf.

JOHN P. KNOWLES, Agent.

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Old Metal taken in exchange for new.

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apr27/72

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ATTORNEY AND COUNSELLOR AT LAW

AND

Proctor in Admiralty.

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Whaling voyages and maritime claims settled with dispatch.

may27/72

WHAT PAYS?

It pays every Manufacturer, Merchant, Mechanic, Inventor, Farmer, or Professional man, to keep informed on all the improvements and discoveries of the age. It pays the head of every family to introduce into his household a newspaper that is instructive, one that fosters a taste for investigation, and promotes the thought and encourages discussion among the members.

THE SCIENTIFIC AMERICAN

which has been published weekly for the last thirty-one years, does this, to an extent far beyond any other publication; in fact it is the only weekly paper published in the United States, devoted to Manufacturers, Mechanics, Inventors and New Discoveries in the Arts and Sciences.

Every number is profusely illustrated and its contents embrace the latest and most interesting information pertaining to the Industrial, Mechanical, and Scientific Progress of the world; descriptions with beautiful engravings of new inventions, new implements, new processes, and improved industries of all kinds; useful notes, recipes, suggestions and advice by practical writers, for workmen and employers. In all the various departments, forming a complete repository of new inventions and discoveries, containing a weekly record, not only of the progress of the industrial arts in our own country, but also of all new discoveries and inventions in every branch of engineering, mechanics, and science abroad.

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The practical recipes are well worth ten times the subscription price, and for the shop and house will save many times the cost of subscription. Merchants, farmers, mechanics, engineers, inventors, manufacturers, chemists, lovers of science, and people of all professions, will find the Scientific American useful to them. It should have a place in every family library, study, office and counting room; in every reading room, college and school. A new volume commences January 1st, 1877.

A year's numbers contains 332 pages and several hundred engravings. Thousands of volumes are preserved for binding and reference. Terms, \$3.20 a year by mail, including postage. Discount to Clubs. Special circulars, giving club rates, sent free. Single copies mailed on receipt of 10 cents. May be had of all news dealers.

In connection with the SCIENTIFIC AMERICAN, Messrs. Munro & Co., are Solicitors of American and Foreign Patents, and have the largest establishment in the world. More than fifty thousand applications have been made for patents through their agency.

Patents are obtained on the best terms. Models of new inventions and sketches examined and advice free. A special notice is sent in the Scientific American of all inventions patented through this agency, with the name and residence of the Patentee. Patents are often sold in part or whole, to persons attracted to the invention by such notices. A pamphlet, containing full directions for obtaining Patents sent free. The Scientific American Reference Book, a volume bound in cloth and gilt, containing the Patent Laws, Constitution of the United States, and 142 engravings of mechanical movements. Price 25 cents.

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THE SUN.

1877. NEW YORK, 1877.

THE different editions of THE SUN during the next year will be the same as during the year just closed. The year's edition will on week days be a sheet of eight pages, and on Sundays a sheet of eight pages, or 56 broad columns; while the weekly edition will be a sheet of eight pages of the same dimensions and character that are already familiar to our readers.

THE SUN will continue to be the strenuous advocate of reform and reformation, and of the substitution of truth for error, wisdom, and integrity for hollow pretence, impetuosity, and fraud in the administration of public affairs. It will contend for the government of the people by the people and for the people, as opposed to government by frauds in the ballot-box and in the counting of votes, enforced by military violence. It will endeavor to supply its readers—a body of substantial citizens—with the most careful, complete, and trustworthy accounts of current events, and will employ for the purpose a numerous and carefully selected staff of reporters and correspondents. Its reports from Washington, especially, will be full, accurate and fearless; and it will doubtless continue to deserve and enjoy the hatred of those who are opposed by plundering the Treasury or by usurping what the law does not give them, while it will endeavor to merit the confidence of the public by defending the rights of the people against the encroachments of unjust power.

The price of the Daily Sun will be 55 cents a month or \$5.50 a year, post-paid, or with the Sunday edition \$7.70 a year. The Sunday edition alone, eight pages, \$1.20 a year, post-paid. The WEEKLY SUN, eight pages of 56 broad columns, will be furnished during 1877 at the rate of \$1 a year post-paid.

The benefit of this large reduction from the previous rates for the Weekly can be enjoyed by individual subscribers without the necessity of making up clubs. At the same time, if any of our friends choose to aid in extending our circulation, we shall be grateful to them, and every such person who sends ten or more subscribers from one place will be entitled to one copy of the paper for himself without charge. At one dollar a year, postage paid, the expenses of paper and printing are barely repaid; and, considering the size of the sheet and the quality of its contents, we are confident the people will consider the WEEKLY SUN the cheapest newspaper published in the world, and we trust also one of the very best.

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Daily via Fall River, Providence and Stonington, connecting with ALL THE EXPRESS COMPANIES in New York, North, South and West, California and Sandwich Islands, having competent Messengers who accompany each Express, our customers may rely upon orders being promptly answered and all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &C., COLLECTED.

FOREIGN BILLS OF EXCHANGE, and Pass-ports Tickets to and from Europe for sale at this office.

CALIFORNIA TICKETS, by steamers leaving New York on the 5th and 21st of each month furnished as usual, and all information in regard to them given cheerfully and free of charge.

DAVENPORT, MASON & CO. New Bedford, sept. 3d 1867.

The Heart That's True.

Tell me not of sparkling games,
Set in royal diadems;
You may boast your diamonds rare,
Rubies bright, and gems so fair;
But there's a peerless gem on earth,
Of richer ray and purer worth;
'Tis priceless, but 'tis worn by few—
It is, it is the heart that's true.

Bring the tulip and the rose,
While their brilliant beauty glows;
Let the storm-cloud fling a shade,
Rose and tulip, both will fade;
But there's a flower that still is found,
When mist and darkness close around,
Changeless, fadeless in its hue—
It is, it is the heart that's true.

Ardent in its earliest tie,
Faithful in its latest sigh—
Love and friendship, godlike pair,
Find their throne of glory there.
Proudly scornful bribe and threat,
Naught can break the seal once set;
All the evil gold can do
Cannot warp the heart that's true.

First in Freedom's cause to bleed
First in joy when slaves are freed;
Their hearts were true—and what could quell
The might of Washington or Tell?
Oh, there is one mortal shrine,
Lighted up with rays divine!
Seek it, yield the homage due;
Deify the heart that's true.

Bending Her Will.

"My dear," said Hero Field, "don't give up. If you yield to his way, it's all up with you for the rest of your married life. And the idea of a bride in her honeymoon being weighted down with an old grandfather and grandmother-in-law. My! who ever heard of such a thing?"

Nannie Eastlake was a bright-eyed girl of nineteen; a girl who had been brought up at a fashionable boarding-school. She never had known the peaceful influence of a home, for she lived with Mrs. Sykes Ponsonby, an aunt who floated on the very top wave of fashion, and spent her nights in society and her days in bed.

And the first real heart experience that had ever happened to her was Donald Aubrey's love.

"It is such an elegant house," said Nannie. "Finished in real wood, you know, and furnished so beautifully. Turkey carpets and furniture of Ebony and gold, and the tiniest little gem of a conservatory filled with roses and camellias, and the sweetest carnations, and my boudoir all in pink and silver."

"Of course it's all very fine," said Hero Field, "but you'll never enjoy it of those horrid, mischief-making old antediluvians sniffing and prowling around. Why not open an asylum for indigent poor at once?"

"But they are Donald's grand-parents," pleaded Nannie.

"Well, what then? Let him provide for them, as other people do. His wife has the first right and the only right in his house, and so I'd tell him if I were you. A mother-in-law would be bad enough, but this is ten times worse."

"I don't think he ought to expect it of me," said Nannie.

"Of course he oughtn't," said Hero.

So when Mr. Aubrey came to make his usual evening call that night and Aunt Ponsonby had discreetly made some excuse for leaving the drawing-room, Nannie broached the subject at once.

"Donald," said she, "I've been thinking—"

"Well, dearest."

"And I've come to the conclusion"—rather abruptly—"that you ought not to ask me to make a home for old Mr. and Mrs. Vivian!"

"Is it not right and natural, Nannie, that their home should be with me?" he asked, his face clouding over a little.

"I dare say it will be very nice for them," said Nannie, with a toss of her golden head; "but how about me?"

"Do you object to it?"

"Very decidedly, indeed," answered the pretty young bride-elect; fondly imagining that she had but to lift her slender finger to win any boon that she asked of Donald Aubrey.

"I am very sorry," said the young man, calmly. "As I have decided to ask them to remain permanently with me, I cannot, of course, permit my wife—"

Nannie crimsoned angrily.

"But I am not your wife yet, Mr. Aubrey. And I will not be your wife if—"

"Nannie! For Heaven's sake, stop! Think what you are saying!"

"I mean it!" said Nannie, hotly. "I do not choose to marry into a nest of relations-in-law, and so you must choose be-

tween your grand parents and me!"

"Nannie!"

She laughed a haughty, constrained laugh.

"I am quite in earnest," said she. "If you really care for me, you will give up this unreasonable caprice of yours."

"Is it unreasonable to honor one's aged parents?" he asked, slowly, while his dark, searching eyes seemed to read the very secret of her heart. "Is it a caprice to retain some natural affection for those who loved and cared for me when I was yet a helpless child? If you think it is, Nannie, I have been sorely mistaken in your character!"

"Very well," said Nannie, feeling her cheeks burn and her lips quiver, "I am, then, to understand that your election is made?"

"It certainly is."

"And you prefer Mr. and Mrs. Vivian to me?"

"I prefer my duty to anything in the world, Nannie."

"I have the honor to wish you a very good evening, then," said she, regally.

And Nannie swept out of the room in a manner which she meant should be overwhelming.

"Good!" cried Hero Field, the next day, when Nannie related to her the occurrences of the evening. "He'll be on his knees to you before three days are passed, and you'll have your own way for good and all, after this."

But the three days passed, and three more on top of that, and never a penitent lover made his appearance to sue for Nannie Eastlake's pardon.

And she began, most reluctantly, to realize that Donald Aubrey had been in earnest; and that her own mad folly had estranged from her one of the truest and manliest hearts in all the world.

Nannie had been brought up foolishly and frivolously enough, but there was a vein of genuine gold in her nature, for all that, and she bitterly felt her own mistake.

"Oh, Hero, what shall I do?" she pleaded, with wistful tears in her eyes.

"Let him go," said Miss Field, who, to tell the truth, had been a little envious that Nannie Eastlake had become engaged before herself. "There's as good fish in the sea as ever came out of it."

"Perhaps so," said Nannie. "But there is only one Donald Aubrey in all the world to me."

And she took counsel with herself and decided what she should do.

Donald Aubrey was sitting alone by himself in the pretty blue and gold drawing-room that he had furnished expressly with regard to Nannie Eastlake's taste. Mr. and Mrs. Vivian, early risers and early retires, had gone to bed, although it was hardly yet dusk, when the little parlor maid announced:

"Please, sir, a lady to see you."

And Donald found himself looking into Nannie Eastlake's deep blue eyes.

"Nannie!" he ejaculated.

"Yes, Donald, it is I. Oh, Donald, I have been so wrong, so foolish! And I have come to ask your pardon."

"My little Nannie, hush! Not a word more!"

"But I must speak, Donald! I must tell you how earnestly I have repented my temper and folly. If you will take me back to your heart, Donald, I will try and be a good wife to you, and a dutiful daughter to your grandparents."

So little Nannie hauled down the flag of rebellion, and remained true to her better nature, much to Miss Hero Field's scorn and contumely.

"You have made a great goose of yourself," said that young lady, angrily.

"Donald think I am right," persisted Nannie, "and Donald's good opinion is of more consequence to me than of all the world beside."

"Oh, if you're as far gone as that, I have nothing more to say," jeered Hero.

The wedding-day came, and the wedding-tour passed away, amid the thunder of Niagara and the green glitter of the Thousand Islands, and the gray walls of Quebec, and when Nannie Aubrey came home to the house Donald had furnished for her, she wore a face as bright as a rose in June.

Grandpapa and grandmamma Vivian were waiting on the threshold to greet her. Nannie kissed and hugged them both most heartily.

"It is so nice to have you here to welcome us," said she. "And you're sure your rooms have been quite comfortable? And grandpapa has had his dinner just as he liked them? But I mean

to see to that myself now. For you don't know what a famous little housekeeper I am going to make."

"But when the cosy tea-dinner was over the old people got up."

"Where are you going?" cried Nannie. "Home," said Grandmamma Vivian. "Home is here," said Nannie.

"No, my dear, no," said the old lady, kindly; "young people are better by themselves. Donald has bought us a pretty little cottage a mile or two out in the country, where I can keep a cow and grandpapa can look after the poultry. And you must come and see us there every day."

So the old people trudged away, and Nannie looked up into her husband's face.

"Donald," said she, "what does this mean?"

"It means, my darling," he answered, "that grandpapa and his wife could not be happy in the unwonted confinement of a city. They longed for the country. And so you will have a home without any relations-in-law after all."

"Oh, Donald do not repeat my silly words!" she whispered.

But there was only love and tenderness in his eyes.

"Little one," said he, "your heart was right, all along."

"It was, if love could be a guide," she answered, softly.

HYDRAULIC PRACTICAL JOKES.

When Catherine H. and her successors amused themselves at Peterhoff, the water-power was taken into service to play practical jokes on the unwary people, which could not be called enjoyable.

In one retired nook there stands a gigantic mushroom, large enough to have a bench around its stem. As soon as anybody undertakes to seat himself upon it the water streams out of the whole periphery of the spreading top, inclosing the captive in a splashing cylinder. To rise again stops the flow of water, but people have not always the presence of mind to think of that. In another secluded spot there is what is called the "Lovers' Seat," and here I came upon a poor boy in rather a disagreeable plight.

Under a spreading elm, the branches of which are artfully interwoven with water-pipes, there stands a bench, just wide enough for two, with a bed of flowers in front, contains some artificial and some natural shrubs and two huge cast-iron thistles. Some fun-loving individuals had enticed the boy to sit down there and turned on the water, which was pouring over him from all directions, from the branches of the elm, the back of the bench, and from every branch and thorn of the shrubs. It must be an ardent lover indeed that would survive such a dousing. In the boy's case there was no tender flame to overcome, and he bounced from his seat with a yell and fled across the park, his cowhide boots causing sad havoc among the flower-beds, while his dripping garments secured him plenty of elbow-room wherever he struck a gayly dressed crowd.

In the government of Tamboff in Russia a peculiar religious sect, which has for some time existed in Siberia, is making many proselytes. Its leading doctrine is that all must marry on becoming of age, but that the husband must be subordinate to the wife, recognize her as the head of the family, and at least once a week confess his sins to her.

A tramp arrived in Sussex county, New Jersey, where the authorities gave him stones to break before he had his dinner. Then up spake the tramp and said, "When they ask for bread will ye give them a stone."

When two young Chinamen, now being educated in a Lowell factory, made application the other day for permission to cut off their pigtails, for fear of their catching in the machinery, the request had to be first forwarded to the authorities in China.

Lucy Stone writes a letter to the Boston Transcript recalling the historical fact that Bunker Hill monument was unfinished till Boston women raised the money, and that Fanny Ellsler gave the proceeds of an exhibition for the capstone.

A Danbury man wishing to engage several bushels of potatoes from a party in the suburbs, asked a neighbor what sort of a man he was. "Well," said the conscientious neighbor, "I don't know much about him, but I think he would make a tip-top stranger."

A tailor, of a melancholic temperament, was observed recently sitting crossed-legged on the Canada shore, gazing intently at the Horseshoe Fall with its black cloud of spray. A reporter stole up unobserved, and heard him mutter, "What a place to sponge a coat!"

TOBACCO SMOKING.

The effects of tobacco smoking, as described by the *Scientific American*, are discoloring of the teeth by carbon, excitement of the salivary glands by the ammonia, headache and lassitude from the carbonic acid, disease of the heart from the carbonic oxide, nausea from the bitter extract, and a tainting of the breath by the volatile empyreumatic substance. The system may become used to these things, yet is made liable to consumption, nervous exhaustion, paralysis and ailments. To sum up the evils, "Effects on individuals likewise affect communities, these in turn influence the nation. No person that smokes can be in perfect health, and an imperfect organism cannot re-produce a perfect one. Therefore it is logical to conclude that, were smoking the practice of every individual of a nation, then that people would degenerate into a physically inferior race."

FOUR-FOOTED MAIL CARRIERS.

Between two of the remote towns of Michigan the mails are carried by means of dog teams. The sledge is simply a thin, flexible board, six or seven feet long, and a foot or more in width, turned up at one end to enable it to rise over obstacles in the path. Along the edge, on either side, is a low rail, to which the load is securely bound with cords. The burden carried usually consists of the bags, a few blankets, rarely a tent, provisions for a few days, a small axe, and a few other articles essential to the primitive mode of locomotion. The driver never rides, as his weight is too much for the strength of the animals and the frail sledge. The dogs are not noble looking animals, by any means. The truth is they are mangy curs, which are "driven" by being called on by the driver in advance, stimulated to some degree of speed by a famishing process and various ingenious kinds of torture, and occasionally helped along by propulsive aid from behind. Their weekly advent in Marquette is still the source of wondering curiosity and intense admiration of a large group of dirty urchins, who have a lingering love of the antique. One of the mail attendants usually precedes the train on snow shoes, either to encourage the dogs to a greater speed, or to break the path and remove obstacles, as the road is narrow and circuitous.

According to the special report of the Bureau of Education upon the public libraries in the United States, the number of such libraries containing 800 volumes and upward, exclusive of those belonging to district and Sunday schools, is 3,647, with 12,276,864 volumes.

A gentleman looking from his store window and seeing a lady

WHALEMEN'S
SEAFARING MEN WILL DO WELL TO CALL AT
SANDERS' STAR CLOTHING HOUSE!
108 & 112 UNION STREET,
NEW BEDFORD.
Before Purchasing any Clothing.
THE LARGEST AND MOST EXTENSIVE ASSORTMENT OF GOODS
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more reasonable prices than the regular Seamen's Stores. Money will be saved by
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REMEMBER THE NUMBER AND STREET!
CUT THIS OUT AND SAVE IT.
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WHALEMEN ATTENTION!

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— ALSO —
PATENT BOMB LANCES & CARTRIDGES COMBINED.

These Guns and Lances are pronounced by all who have seen and examined them, to be SUPERIOR to all other kinds, and are recommended in the STRONGEST terms.
The Superiority of these Guns over all others, is that they can be Loaded and Discharged
TEN TIMES A MINUTE.
You do not have to carry any Powder, Caps, &c., in the boats. Can be fired as well under water as above, as water has no effect upon either Gun or Lance.
For particulars and prices apply to
WILLIAM LEWIS, Agent,
No. 13 Hamilton Street, - - - New Bedford, Mass.


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J. T. RICHARDSON,
At the NEW STAND, No. 18 South Water Street, New Bedford, Mass.
— DEALER IN —
FOREIGN AND AMERICAN CLOTHS, GENTS' FURNISHING GOODS, ETC.,
Constantly kept on hand, and at
LOW PRICES.

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Constantly kept on hand, and at
LOW PRICES.

Also a full assortment of
BEST QUALITY
CUSTOM AN READYMADE
CLOTHING!
GENTS' FURNISHING GOODS,
SUITS, FROCK COATS, VESTS,
HATS, CAPS, COLLARS,
Etc., Etc.
"NOT SOLD YET."
A FULL LINE OF WHALEMEN'S INFITTING AND OUTFITTING GOODS.
A cordial invitation is extended to my SEA-FARING FRIENDS to call and examine
before purchasing elsewhere.

REMOVAL TO 117 UNION STREET.
NEW STORE AND NEW GOODS.
TABER, READ & GARDNER.
MERCHANT TAILORS, AND DEALERS IN GENT'S FURNISHING GOODS,
CLOTHS, CASSIMERES, VESTINGS, HATS, CAPS, &c.,
And a general assortment of Goods usually found in a First Class Tailoring establishment.
The Tailoring Department will be in charge of Mr. L. H. SWIFT, and will guarantee perfect satisfaction in all cases.

TO OUR SEAFARING FRIENDS
We invite particular attention to our full list of OUTFITTING AND INFITTING GOODS.
A cordial invitation is extended to you; call and examine, all of which will be sold
at low prices.
EDWARD T. TABER. JOSEPH R. REED. DARIUS P. GARDNER.

LEANDER BRIGHTMAN & CO.,
SUCCESSORS TO PELEG SLOCUM & CO.
NO. 15 SOUTH WATER ST.,
NEW BEDFORD, MASS.

DEALERS in all kinds of English, French, German and American Dry Goods and
Gentlemen's Furnishings of every description, also a complete assortment of Cloths,
Cassimere Vesting, and Ready Made Clothing of all kinds together with
SEAMEN'S INFITTING AND OUTFITTING GOODS,
Of the best quality, to all of which our seafaring friends and the public are invited to in-
spect. Garments of all kinds made to order in the best style, and warranted to set, at
short notice. Being thankful for past favors, would respectfully solicit a continuance
of the same.
LEANDER BRIGHTMAN. FREDERICK R. BRIGHTMAN

SHIPPING LIST AND MERCHANTS' TRANSCRIPT JANUARY 30, 1877.

J. & W. R. WING & CO.
Have removed to their new Brick Building,
111 UNION STREET, NEW BEDFORD,
BUILT AND ARRANGED EXPRESSLY FOR THE
CUSTOM AND READY MADE CLOTHING BUSINESS.
A LARGE STOCK OF
FINE AND STAPLE WOOLLENS,
WORSTEDS, OVERCOATINGS, &c.,
OF
FOREIGN AND AMERICAN MANUFACTURE,
which we are prepared to make to order into garments a
la mode by customers.
READY MADE CLOTHING
HATS AND CAPS.
TRUNKS AND TRAVELLING BAGS, AND A LARGE
FURNISHING STOCK OF
Mens' White and Fancy Shirts, Underclothes and Drawers.
AND A FULL LINE OF
WHALEMEN'S INFITTING AND OUTFITTING GOODS.
PLEASE CALL AND EXAMINE OUR STOCK AND PRICES.
JOSEPH WING, JOHN WING, HIRAM W. WENTWORTH,
WILLIAM R. WING.

DOANE & CO.
DISSOLUTION AND REMOVAL.
DOANE, SWIFT & CO., having dissolved and given up their corner store
SIMEON DOANE & SON
Will continue in the same business as heretofore at
NO. 55 UNION STREET,
Where they will be happy to see all old friends and host of new ones "Who go down to
the sea in ships," and will endeavor to give satisfaction in all business transaction, and
shall keep constantly on hand a full assortment of
READY MADE CLOTHING
— AND —
FURNISHING GOODS,
And a full line of CLOTHS, CASSIMERES, &c., for Custom trade.
The business heretofore will be conducted under the style of DOANE & CO.
P. S. Any one in search of STEPHEN BURDICK, will find him at the above establish-
ment.
SIMEON DOANE. J. H. J. DOANE.

MOSES C. SWIFT,
MERCHANT TAILOR,
No. 1281-2 UNION STREET, NEW BEDFORD.
CLOTHING, GENT'S FURNISHING GOODS,
Hats, Caps, Umbrellas, Trunks, and Bags.
Also a full assortment of
CLOTHS OF FOREIGN AND DOMESTIC MANUFACTURE.
Which we are prepared to make into garments in the best style for
MEN'S AND BOYS' WEAR.
Our Seafaring Friends are particularly invited to examine our stock before
purchasing elsewhere. We guarantee that they shall buy of us as cheap as our city cus-
tomers buy the goods.

FOREIGN HOUSES.
BARBADOS, West Indies.
W. P. LEACOCK & CO.,
SUCCESSORS TO
NOBLE TOWNER.
THE undersigned beg to give notice to
owners, agents and masters of whaling
vessels, that they have succeeded in getting
the tonnage dues removed from whaling
vessels visiting this port for the purpose of
shipping their oil. They are now allowed
to ship whatever quantity of oil they may
desire on payment of twenty-four cents per
barrel of 31 gallons, in lieu of the tonnage
duty of fifty-four cents per ton, which was
formerly imposed.
The expenses attendant on shipment of
oil at this port are as follows:
A package duty of twenty-four cents per
barrel. Harbor dues, \$3; Anchorage fee,
\$2; Bond at Custom House, \$3; and a Har-
bor Police Fee, as follows: viz.—Vessels not
exceeding 100 tons, \$2; not exceeding 200
tons, \$2.50; not exceeding 300 tons, \$3; ex-
ceeding 300 tons and upwards, \$4.
They still continue, as heretofore, to sup-
ply stores, and negotiate drafts on the same
favorable terms; as well as receive and
ship home oil at the rate of One Dollar and
Twenty-five cents per barrel, (delivered at
New York or Boston) free of all other charges
except insurance, which will be effected
on the most favorable terms when required.
Masters of whaling vessels when coming
into the harbor are particularly cautioned
against accepting the services of any per-
son offering themselves as Pilots, as there
are none licensed by the Government, and
none needed, there being no obstructions
in the Bay.
On coming to anchor, masters are
also informed that the middle part of Carle-
isle Bay, from the Northerly to a Southerly
direction, between Needham's Point Buoy,
and Pelican Reef, (the latter of which is a
large wooden Lazaretto in erected,) is of
great depth, varying from 20 to 30 fathoms,
and by running well past the Buoy to the
leeward of the shipping in the lower part
of the Bay, they will find good bottom at
from 6 to 8 fathoms.
There is now no direct communication
with this place and the United States by
mail.
Masters of vessels calling off the Harbor
and not wishing to anchor may obtain their
letters by coming on shore in a boat, after
having been first boarded by the Health
Officer—and will only incur the expense of
the Officer's fee—\$2.
New Bedford papers always on file for in-
spection.
W. P. LEACOCK & CO.

H. B. MCKAY,
SHIPPING AND COMMISSION MERCHANT,
Importer of American Produce,
SANTA CRUZ, TENERIFFE,
CANARY ISLANDS.
Solicits consignments of vessels, also of
cargoes for transshipment to the United
States.
N. B. The attention of Merchants and
Captains engaged in the whaling business
is called to this port as being favorable for
refitting their ships and forwarding oil to
the United States, it being a good harbor,
a free harbor, and freightage procurable at
low rates. A vessel will be dispatched for
New York in December or January of each
year.
REFERENCE.—Messrs. Yates & Porterfield,
115 Wall Street, New York, to whom apply
for further information. tf-jan49/75
PANAMA—U. S. C.,
GEORGE F. WILSON. JOHN BRAKEMEIER.
WILSON & BRAKEMEIER,
PURVEYORS TO THE AMERICAN AND
ENGLISH NAVIES,
SHIPPING AND COMMISSION MERCHANTS.
All business connected with
Whaling carefully attended to.
Exchanges bought and sold.
REFERENCES.
Messrs. I. H. Bartlett & Sons, N. Bedford.
Loun Snow, Jr., do
William Lewis, do
oct5/75-tf
ISAAC H. MARKS,
VALPARAISO, CHILI.
GENERAL AGENT FOR THE TRANSACTION
OF ALL BUSINESS CONNECTED WITH
WHALEMEN ON THE COAST
OF CHILI.
All business entrusted to my care will
receive prompt and careful attention.
REFERENCES.—Charles F. Howland, Orick
Smalley, New Bedford. tf-dec8/74
**\$12 a day at home. Agents wanted. Out-
let and terms free. TRUE & CO., Aus-
talia, Maine. ly mch7/76**
**\$5 to \$20 per day at home. Samples
\$1 free. STINSON & CO., Port-
land, Maine. ly mch7/76**

**Boston, Clinton, Fitchburg &
New Bedford R. R.**

BOSTON, TAUNTON, PROVIDENCE,
—AND—
MARTHAS' VINEYARD.
On and after Monday September 4th, 1876,
trains will run as follows:
LEAVE NEW BEDFORD, For
Boston, via Boston and Providence Rail-
way, at 7.30, and 10.25 A. M., and 3.40 P. M.
Return, 7.30 and 11.10 A. M., and 4.35 P. M.
Via Old Colony Railroad, 8 A. M. Return,
3.30 P. M.
Providence, at 7.30, and 10.25 A. M., and
3.40 P. M. Return, 8.00 and 10.50 A. M., and
4.40 P. M.
Taunton, at 7.30, 8.00 and 10.25 A. M., and
3.40 P. M. Return, 8.00 A. M., and 12.15 P. M.
New Bedford, at 7.30, 8.00 and 10.25 A. M., and
3.40 P. M. Return, 8.00 A. M., and 12.15 P. M.
Myricks, at 7.30, 8.00 and 10.25 A. M., and
3.40 P. M. Return, 8.00 A. M., and 12.15 P. M.
New Bedford, at 7.30, 8.00 and 10.25 A. M., and
3.40 P. M. Return, 8.00 A. M., and 12.15 P. M.
East Freetown, at 7.30 A. M., and 3.40 P. M.
P. M. Return, 9.30 A. M., and 6.15 P. M.
Brady's, at 8.00 A. M., and 3.40 P. M. Re-
turn, 9.30 A. M., and 6.20 P. M.
Acushnet, at 7.30 and 10.25 A. M., and 3.40
P. M. Return, 9.45 A. M., and 6.25 P. M.
Worcester, via Mansfield and South Fram-
ingham, at 10.25 A. M., and 3.40 P. M.
Lowell, at 10.25 A. M., and 3.40 P. M.
Fitchburg, at 10.25 A. M., and 3.40 P. M.
Fall River, at 7.30 and 10.25 A. M., and
3.40 P. M. Return, 8.00, 11.20 A. M., and 3.15
and 4.17 P. M.
New Bedford, at 7.30 and 10.25 A. M., and 3.40
P. M. Return, 7.20 and 10.40 A. M., and 2.30
and 3.45 P. M.
New York, via SHORE LINE, at 7.30 and
10.25 A. M. Return, 8.00 A. M., and 10.00
P. M.
New York, via STONINGTON, at 3.40 P. M.
LEAVE TAUNTON, For
Boston, at 8.00, 9.40 and 11.10 A. M., and 4.30
P. M. Return, at 7.30 and 11.10 A. M., 2.00,
4.35 and 5.30 P. M.
Providence, at 8.10 and 11.15 A. M., and
1.40, 4.35 and 6.00 P. M. Return, 8.00, 9.15,
and 10.50 A. M., and 4.40, and 6.20 P. M.
VIA FAIRHAVEN.
LEAVE NEW BEDFORD, For
Boston, Middleborough, Bridgewater at
7.24 A. M., and 2.40 P. M.
Mattapoisett, at 7.24 A. M., 2.40 and 4.40
P. M.
Marion, at 7.24 A. M., 2.40 and 4.40 P. M.
Tremont, at 7.24 A. M., 2.40 and 4.40 P. M.
Cape Cod, at 7.24 A. M., and 4.40 P. M.
Nantucket, Mondays, Tuesdays, Thursdays
and Saturdays, at 7.24 A. M.
Plymouth, at 2.40 P. M.
LEAVE BOSTON, via Old COLONY Railway,
at 8.00 A. M., and 4.00 P. M.
LEAVE SANDWICH at 7.50 A. M., and 2.57
P. M.
LEAVE HYANNIS, at 7.05 A. M., and 2.07
P. M.
LEAVE TREMONT, at 10.00 A. M., 3.55 and
5.40 P. M.
LEAVE MARION, at 10.15 A. M., 4.15 and 5.52
P. M.
LEAVE MATTAPoisETT, at 10.25 A. M., 4.25
and 6.04 P. M.
Passengers from Way Stations on Old Col-
ony Railway will take the 3.35 P. M. train
from Boston.
WARREN LADD, Asst. Sup't.
Sept. 4, 1876.

HATCH & CO.'S EXPRESS;
Established in 1840.
The subscribers have formed a
copartnership for the purpose of
carrying on the Express business under the
name and style of
HATCH & COMPANY'S EXPRESS.
Responsible messengers will leave office
No. 142 Union Street, daily, (Sundays except)
at 6.45 and 7.15 A. M., and 1.15 P. M.
stations at 6.45 and 7.15 A. M., Midway Ex-
press from office 9.45, Depot at 10.15 A. M.
Afternoon Express, from office 3.10 and De-
pot at 4.40 P. M.
This Express so long and favorably known
to the public, now offers facilities
to all persons wishing to transact business
in the principal cities and towns in the United
States and Canada.
Specie, Bank Notes, and other valuables,
safely transported, and Notes, Drafts, Bills
Coupons, &c., promptly collected. Goods
all descriptions forwarded with despatch.
This Express connects with steamer Mon-
ohansett for Wood's Hole, (Falmouth),
Vineyard Haven and Edgartown, (Martha's
Vineyard).
H. & Co. have the exclusive agency for
the sale of Tickets via New York and Erie,
New York Central and Pennsylvania Central
Railroads, and their connections to all points
South and West. Tickets for sale and infor-
mation freely given at our office.
OFFICES:—In Boston, 34 Court Square, and
No. 9 Milk Street, opposite the Old
South Church.
Providence, 34 Dorrance Street.
Taunton, 2 Bank Exchange.
New Bedford, 14 Union Street.
A. D. HATCH,
GEO. C. HATCH,
CALVIN RAYMOND, JR.
New Bedford, May 20, 1876.

POTTER & CO.'S
New Bedford and New York
DAILY EXPRESS.
Via New Bedford and New York
Steamship Line.
Leaves New Bedford and
New York daily as per
advertised time of that
Line.
A competent messenger will accompany
each boat, and all orders will be promptly
and faithfully executed.
OFFICES:—In New York, at 103 Wall
Street; No. 34 Canal Street, corner of
Church; and Pier 39 East River New
Bedford, at No. 19 Commercial Wharf.
Order box can be found at Lawton's Drug
Store, corner Purchase and Union Streets.
MARTHAS' VINEYARD.
WOODS HOLE, FALMOUTH HEIGHTS,
VINEYARD HAVEN, VINEYARD
HIGHLANDS, OAK BLUFFS,
AND EDGARTOWN.
FALL ARRANGEMENT.
The steamers Martha's
Vineyard, Capt. Benja-
min C. Cromwell, or Mar-
thas, Capt. Charles C.
Smith, will run between New Bedford and
Edgartown, on and after MONDAY Septem-
ber 4th, leaving Edgartown daily at 7.15 A.
M., making close connections with the
trains for Boston, Providence, New York &c.
Returning, leave New Bedford at 1.00 P. M.,
being the hour of the arrival of the mid-day
train from Boston, Providence &c.
All freight for these steamers must be de-
livered on the wharf 30 minutes before the
advertised time of leaving.
Passengers for Falmouth Heights leave at
Wood's Hole.
Applications for towing vessels, or any
other information, may be made to the cap-
tain on board, or to
ANDREW G. PIERCE, Agent,
Over Merchant's National Bank.

SEND 25c. to G. P. ROWELL & CO., New
York, for Pamphlet of 100 pages, con-
taining lists of 3,000 newspapers, and es-
timates showing cost of advertising.
mch7/76
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York, for Pamphlet of 100 pages, con-
taining lists of 3,000 newspapers, and es-
timates showing cost of advertising.
mch7/76

BOSTON WEEKLY JOURNAL
FOR 1877.
ESTABLISHED IN 1833.
THE NEWSPAPER OF NEW ENGLAND.
For forty-three years it has been
honored with the patronage of the in-
telligent people of the East, and its
proudest claim to consideration is
derived from the fact that its oldest
readers are its warmest friends.
THE BOSTON WEEKLY JOURNAL is
widely known, and there are few fam-
ilies in this section which are not familiar
with its general features. It is in the best
sense
A Newspaper for Home Reading.
Its editors aim at presenting a sheet
which shall carry to all classes in society
a report of the CURRENT EVENTS OF THE
WEEK. To accomplish this end, the great-
est care is taken to carefully glean what is
striking, interesting or novel, and to bring
the intelligence down to the hour of going
to press, thus making it to thousands a
SUBSTITUTE for the daily press. Its
thirty-six long columns are filled with
reading-matter, which embraces editorials
upon political, social, educational and
scientific topics, telegraphic news from all
parts of the country, reports of meetings,
correspondence, market reports, agri-
cultural news, the state of the money market,
in short, whatever intelligence is passing
in the world that sensible men and women
wish to know. We shall commence early
in February the publication of
A NEW ENGLAND STORY,
Written expressly for THE WEEKLY JOUR-
NAL by EDWARD KING.
Mr. King has become familiarly known to
the readers of the Journal from the atten-
tive personal sketches which he has given to
his letters from the Centennial Exhibition at
Philadelphia, and from his letters from Europe which have
appeared in its columns. He will also
send from Europe letters of interest during
the year 1877. The story which Mr. King
will contribute promises to add to his fame
as a writer in a field of literature which is
not new to him. The title of the story is
HELEN'S BATTLE,
—OR—
HEARTS AND SOULS IN CHASOTOWN.
A Story of New England Life To-day.
The story will be commenced in the col-
umns of THE WEEKLY JOURNAL in Febru-
ary, and will be continued through the
greater part of the year. The scene is laid
in New England, and the characters por-
trayed are almost without exception drawn
from life. The story abounds in exciting
incidents and in vivid descriptions of ty-
pical and characteristic events.
THE POLITICAL EVENTS
of the coming year cannot fail to prove ex-
citing and of the deepest interest to the
people. We shall receive our full and re-
liable WASHINGTON NEWS from our cor-
respondents, "PERLEY" and "WEBB," who, at
the Journal News Bureau in Washington,
will send us all the news which marks the
political progress of the nation, shall be
promptly telegraphed for the benefit of the
readers of The Journal. The general fea-
tures of the paper will be continued. "The
Young Farmer" will give his practical expe-
riences of a farmer's life. We need not say
to those who have read his contributions
that he is not a theoretical cultivator of the
soil. He earns his living by hard work on
a farm, and he leaves the plow and the hoe
for a few hours to communicate to the Jour-
nal readers the SOLID RESULTS OF A
FARMER'S LIFE. "BURLEIGH" will send his
interesting letters from New York, filled
with facts, gossip about men and things
and facts which he knows so well how to
gather. "PERLEY" will contribute his
"Wails from Washington," giving pen-
sketches of statesmen, politicians and men
of note. "BOY CAMDEN" will see that what
is passing in Maine is properly presented,
while from our News Bureau at New York,
Concord, N. H., St. Albans, Vt., etc., etc.,
we shall have reports of all local and gen-
eral events.
A FEW FACTS IN BRIEF.
The amount of advertising is limited in
THE WEEKLY JOURNAL to three columns,
and the remaining thirty-three columns are
filled with fresh matter each week. No
other weekly paper published in New Eng-
land gives so large an amount of reading.
For four cents a week the Weekly Journal
is received at any post office in New Eng-
land, postage prepaid. The Club rates give
it a claim to consideration which cannot
fail to commend it on the score of cheap-
ness to every family desiring a first-class
weekly paper at a low rate. The fact that
it finds its most cordial supporters among
the sons and daughters of New England,
who have been familiar with the paper from
childhood indicates that like a true friend,
it wears well. The paper is printed Wednes-
day evening of each week and is at once
mailed, thus reaching the remotest post
office in New England by Saturday morning.
The Journal is not a weekly story paper,
but a news paper. It does not aim at sensa-
tionalism, but seeks to give a readable
paper, in which the old and the young can
all find interesting and instructive mat-
ter.
Specimen copies sent upon applica-
tion. Postmasters everywhere are request-
ed to act as agents, and to communicate
with the office for terms, etc.
No premiums given, no chromos
offered, no variation from published rates.
TERMS.
BOSTON WEEKLY JOURNAL.
ONE COPY.....\$2.00
FIVE COPIES TO ONE ADDRESS.....8.50
TEN.....17.00
AND AN EXTRA COPY TO THE GETTER-UP
OF A CLUB OF TEN.
Postage Included in the Above Rates.
Any one remitting us \$2 will receive the
Boston Weekly Journal during 1877, postage
included. The money in all cases must ac-
company the order.
BOSTON SEMI-WEEKLY JOURNAL,
PUBLISHED TUESDAYS AND FRIDAYS.
The current news carefully selected and
arranged twice a week, presenting an at-
tractive paper for subscribers who wish to
be more fully informed regarding the lead-
ing events of the hour than is furnished by
our Weekly, as it presents all the attrac-
tions of that paper with the news, general
reading and information given in a more
copious form. It also contains the MARK
NEWS, which is of especial attraction to
shipowners and residents of sea-port towns.
Mr. King's story will also appear in the
Semi-Weekly.
TERMS.
ONE COPY.....\$4.00
FIVE COPIES to one address.....17.00
TEN.....34.00
And an extra copy to the getter-up of a
club of ten.
Postage Included in the Above Rates.
The Boston Daily Journal,
Published Morning and Evening.
The Cheapest Daily in New England
One copy one year, postage included.....\$9.00
" " six months ".....4.50
" " three months ".....2.25
Contains all the news at the earliest
moment, carefully classified and arranged.
Its circulation is more than that of the
combine circulation of any three papers
of its class printed in New England. Ad-
vertisements in THE JOURNAL go into both
the Morning and Evening JOURNALS at one
price, thus securing practically the advan-
tage of an insertion in two papers.
We would notify persons remitting mon-
ey to The Journal Newspaper Company by
mail, that they do so at their own risk.
Post Office orders or bank checks payable to
our order should be obtained. Address
Journal Newspaper Company,
264 Washington Street, Boston.

FEBRUARY 6, 1877.

[illegible]

ST. NICHOLAS
"THE KING OF THE YOUNG PUBLICATIONS
ISSUED FOR THE YOUNG ON EITHER
SIDE OF THE ATLANTIC."—*Southampton (England) Observer.*

The third volume of this incomparable Magazine is now completed. With fifty-eight hundred royal octavo pages, and its six hundred illustrations, its splendid serials, its shorter stories, poems, and sketches, etc., etc., in its beautiful binding of red and gold, it is the most splendid gift-book for boys and girls, and is sent from the press. Price, \$4; in full gilt, \$5.

"St. Nicholas is full of the choicest things. The publication is, in all respects, the best of its kind. We have never yet seen a number that was not surprisingly good."—*The Churchman, Hartford, Conn.*

ST. NICHOLAS FOR 1877,
 which opens with November, 1876, begins a new and entertaining serial from the French "THE KINGDOM OF THE GREEDY," a story adapted to the Thanksgiving season. Another serial, of absorbing interest to boys,

"HIS OWN MASTER,"
 BY J. T. HAZEBRIDGE,
 author of the "Jack Hazard Stories," begins in the Christmas Holiday number. Besides serial stories, Christmas stories, lively sketches, poems and pictures for the holidays, and some astonishing illustrations of Oriental sports, with drawings by Siamese artists, the Christmas Holiday number of St. Nicholas, superbly illustrated, contains a very interesting paper, "THE BOYS OF MY BOYHOOD," by William Cullen Bryant, "The Horse Hotel," a lively article, by Charles A. Barnard, splendidly illustrated; "The Clock in the Sky," by Richard A. Proctor; "A Christmas Play for Homes or Sunday Schools," by Dr. Eggleston; "The Christmas Christmas Tree," by Lucretia P. Hale; "Poetry and Carols of Winter," by Lucy Larcom, with pictures.

DO NOT FAIL TO BUY ST. NICHOLAS FOR THE CHRISTMAS HOLIDAYS.
 PRICE 25 CENTS.

During the year will be interesting papers for boys, by William Cullen Bryant, John G. Whittier, Thomas Hughes, William Howells, Edgar Allan Poe, McDonald, Sanford B. Hunt, Frank R. Stockton, and others. There will be stories, sketches, and poems, of special interest to girls, by Harriet Prescott Spofford, Susan Coolidge, Sarah and Virginia Knapp, Elizabeth Stuart Phelps, Louisa Alcott, Lucretia P. Hale, Cella Thaxter, Mary Mapes Dodge, and many others. There will be also

"TWELVE SKY PICTURES,"
 By Professor Proctor, the Astronomer, with maps, showing "The Stars of each month," which will be likely to surpass in interest any series on popular science recently given to the public.

GOOD NEWS FOR BOYS AND GIRLS.
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1877.
BOSTON POST,
 DAILY, SEMI-WEEKLY,
 AND
 WEEKLY.

THE Democratic principles which the **BOSTON POST** has steadily advocated for forty-five years, through success and through defeat, have again received the endorsement of a vast majority of the people of the United States. It remains to secure the fruits of this grand popular victory by firmly opposing, under the Constitution, the efforts of the Legislature to deprive the nation of its proper choice, and to carry on the great work of reform and purification in the Government.

There is a gratifying hope that the re-union country has at last begun the work of reform, and that under the chosen Democratic rule it will be successfully carried on. To strengthen this endeavor, the **BOSTON POST**, as the representative of Democracy in New England, will give its earnest efforts, confident that the Constitutional principles on which the Republic was founded one hundred years ago are those which will safely carry the nation through the troubles that have gathered about the opening of the second century of its existence.

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BEES LEAVE TO NOTIFY THE PUBLIC
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Casks, Kerosene Oil Containers
 For TALLOW &c., &c., always on hand.

The Whalemens Shipping List,

NEW BEDFORD:
TUESDAY MORNING, FEB. 6, 1877.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending February 5, 1877:

	Bls.	Wh.	Lbs.
Previously,	none.	none.	none.
From Jan. 1, to date,	1,235	3,288	22,800
Same time last year,	1,231	3,288	22,800

Exports for the week ending February 5, 1877:

	sp.	wh.	bone.
Previously,	1,235	3,288	22,800
From Jan. 1, to date,	1,235	3,288	22,800
Same time last year,	1,235	3,288	22,800

NEW BEDFORD OIL MARKET.
For the week ending February 5.
The market for oil is very quiet, and without transaction since our last.

FOREIGN OIL MARKET.—The circular of Messrs. Bowes, Game & Co., dated London, January 18th, says:—There has been a steady demand for Crude Sperm, with further sales at \$28 @ \$29 1/2 per ton.

WHALEBONE.—There are inquiries for this article, but nothing to be done for the want of sellers, our cutters declining to name a price for any of their stock in the unmanufactured state.

LETTERS.

A letter from Capt. Sturges, of bark Merlin, of this port, reports her off St. Jago, C. V. I., December 24th, clean, all well.

A letter from Capt. Lavers, of bark Thomas Pope, of this port, reports her at sea, December 28th, lat. 23 37, lon. 25 42, all well.

we are informed on excellent authority that the 4,622 gallons of sperm oil shipped per bark bark Evelyn from Boston, for London last week, is what is known as mineral sperm oil, and not our oil as has been reported.

MORE NEW SHIPS.—Messrs. Goss & Sawyer, of Bath, Me., have contracted to build a first class white oak ship, copper fastened throughout, for Capt. William Lewis, of this city, to be engaged in the whaling business. Her dimensions will be: Length 115 feet, width, 27 feet, and depth of hold 17 feet. Her capacity will be about 420 tons. The contract provides that she shall be completed by the first of May. Abraham Chase of this city will superintend her construction.

LOSS OF BARK AMIZADE.—The Portuguese bark Amizade, Capt. Mello, from St. Michaels, Azores, December 11th, for this port, was abandoned at sea, in a sinking condition, on the 17th, being about 450 miles from Flores. She had on board 35 bbls. sperm oil from bark Sarah, to John P. Knowles, 2d., of this city, 200 do. from bark Clarice, and 85 do. do. from bark Perry, to Samuel Osborn, Jr., Edgartown. The passengers and crew, 17 in number, were rescued by the steamer Nankin, Capt. Bruce, of London, and landed at Baltimore. The passengers were:—Capt. Orlando J. Tripp, of this city, Jetur R. Rodgers, first mate, of Southampton, L. I., John Colburn, second mate, of Dartmouth, Francis W. Braley, third mate, of Fairhaven, and Andrew Hoofner, of this city, all of the late bark Spartan, condemned at St. Michaels, who have all arrived home. The Amizade was 388 tons register, and owned by Mr. Domingos Dias Machado, of St. Michaels. We learn that the oil on freight is fully covered by insurance in Boston offices. The rescued men speak in the highest terms of praise of Capt. Bruce and the officers of the Nankin, who exerted themselves to the utmost for their benefit.

RAND'S NEW YORK CITY BUSINESS DIRECTORY.—This is the title of a valuable work of commercial reference, just issued by Walter Hough & Co., printers and publishers, 14 Park Place, New York. It contains a full and complete list of all the Importers, Jobbers and Manufacturers doing business in the great metropolis, classified and arranged by trades and occupations, and giving their street and number address. It is an invaluable work for the country merchant. It tells him where to obtain anything from a needle to a steam engine, of first or second hands. The work will be sent by the publishers to any address, postage paid, upon receipt of the price, which is as follows:—Cloth, full bound edition, per copy, \$1; flexible cloth bound, 75 cents; paper covers, 50 cents.

STICIDE.—Henry G. Carpenter of this city, 53 years of age, committed suicide on the 29th ult., at the public house in Hickeysville, by shooting himself through the head with a double barreled shot-gun. He was formerly identified with the hotel and restaurant interest, but for many years had been addicted to intemperance in the use of liquors, tending to undermine a naturally strong constitution and periods of mental depression finally leading to self-destruction.

THE WAMUTTA MILLS OPERATIVES at an adjourned meeting on the 30th ult., at which Daniel Hicketson, Esq., presided, after debate adopted the following resolution:
Resolved, That the operatives go to work on Thursday at the reduced rates under protest, and that an executive committee be appointed to make arrangements for a general strike of all the help in the mills; the committee to be authorized to call another meeting of the operatives when it is ready to report.

A committee was appointed to make arrangements for a future meeting.

RAILROAD CORPORATION CHANGES.—Isaac N. Marshall late freight agent of the New Bedford division of the B. C. F. & N. B. Railroad, has been appointed agent of that division, vice Warren Ladd, late Assistant Superintendent, resigned. Mr. Ladd, it is understood, will be a candidate for the vacancy in the board of Railroad Commissioners.

H. A. Blood has assumed the management of the Fall River Railroad, vice Charles E. Barney, resigned.

J. A. Ackley, late general freight agent of the B. C. F. & N. B. Railroad at Fitchburg, has assumed the duties of station agent of the Fall River Railroad.

—The Coroner's jury on the Brooklyn Theatre fire, report that two of the victims came to their death by burns, and that the remaining 218 died of suffocation. The jury declare that the business management was culpable in not providing better means of exit.

THE PRESIDENTIAL CONTEST.—The first meeting of the joint convention of the two houses of Congress to count the Electoral vote was held on the 1st inst. The counting of the Electoral vote of the States was begun in alphabetical order, and no objection to any return was made until the State of Florida was reached, when objections were made to both sets of certificates, and the houses separated, and the decision of the case, was according to the new law, left to the joint commission. That body held a sitting but only preliminary business was transacted. On the 2d inst., the case was fairly opened. The hearing through the day was confined to the objections, Messrs. Field of New York and Tucker of Virginia appearing on the Democratic side, and Messrs. Kasson and McCreary of Iowa, on the Republican. The substance of the Democratic argument was, that Congress had only the narrowest ministerial office of counting the votes, that the acts of the State tribunals relating to the election of President were final, that there was no constitutional power outside of them to review or disturb their decisions.

Mr. Field opened the discussion and said that the election in Florida was quiet and orderly, and resulted in the election of the Tilden Electors, notwithstanding that the certificates of the Hayes electors were signed by the Governor of the State. He charged that on the evening after the vote had been canvassed, the county judge threw out two precincts, counted the other two, and gave a certificate on the latter, that the canvassers, creatures of Stearns eliminated the votes of the other precincts to suit their purpose.

He was followed by Mr. Tucker of Virginia, in review of the objections and attempted to show that the Hayes electors were not elected according to the laws of Florida.

Mr. Kasson maintained that the Constitution had, for the strongest of public reasons, placed the final authority not in the two houses of Congress, much less in either one of them, but in the States, and when their verdict had been rendered there was no power to reverse it. But if this view should not prevail, and it should be decided to review the proceedings of the State authorities, the investigation would not be confined to the allegations made on the other side, but would be forced into that vast system of terrorism and outrage of popular right, under which Florida and other States are bound down.

Mr. McCreary followed in a legal argument devoted mainly against the *quo warranto* proceedings under which the Tilden electors are counted in, and which he held to be without effect, as they were taken after the functions of the lawful electors holding the certificates of the State authorities had been fully discharged. With reference to the objection that one of the Republican Electors was ineligible, it is held that the objection came too late, and even if admitted it is proposed to show that he had resigned his federal office and became eligible at the time of his election. The Republicans are quite pleased with the first day's work.

If the Court should decide to revise the count in each State, its action would be logically accepted, but it would open the door to an endless amount of evidence that will probably prevent such a decision.

—The President has signed the Electoral bill, and sent a special message to the Senate expressing his satisfaction at this satisfactory termination of existing difficulties. The President speaks of a tie vote as impossible. He says the bill may not be perfect, but is calculated to meet the present case and will assure the country that there will be no trouble.

THE COTTAGE HEARTH.—This interesting and instructive monthly is promptly at hand. It is full of choice reading, music, poetry, stories, and useful receipts—these alone being worth more than a year's subscription. Besides the above there are two full pages of Fashion Plates. The publisher, D. L. Milliken, 101 Milk Street, Boston, will furnish patterns for Lady's and Misses' at from 20 to 50 cents each. The Cottage Hearth at the low price of \$1.50 per year should be in every family.

THE PRESIDENT'S SALARY.—The House Committee on Appropriations, in the Legislative and Executive Appropriation bill, only provides \$25,000 for the salary of the President, and accompanies it with a provision repealing the section of the Revised Statutes which increased the salary to \$50,000. The Senate at this session failed to pass over the veto of President Grant the bill restoring the salary to the old figure, and although it passed both Houses by a majority, it is likely the provision as it stands now in the Appropriation bill, will be agreed to, and the next President will have to be content with \$25,000 per annum.

SALE OF STEAMERS IN CHINA.—Late cable dispatches state that the American firm of Messrs. Russell & Co., Shanghai have sold to a company of Chinese capitalists their large steam fleet running on the Yang-tze Kiang river, China, for the sum of 2,000,000 taels, equal in our money to say \$2,700,000 gold. The most striking feature about this transfer of steamer property is the fact that the Celestials are adopting the tactics of the Western world in the prosecution of Commercial enterprises within their own sphere, which have hitherto been intrusted chiefly to American and European merchants and capitalists.

—Gold has declined to 104 1/2, the lowest price reached since June 13th, 1862, and makes greenbacks worth 94 cents on the dollar. The highest point reached was July 11th, 1864, when gold was quoted at 285.

RESUMPTION OF SPECIE PAYMENTS.—The New York Tribune's Washington dispatch says President Grant has announced his belief that the time has now arrived when an immediate resumption of specie payments is possible. He said that he had observed for some months past a tendency in the financial affairs of the country toward this point, and has watched it closely with a view of suggesting at the proper time measures looking to the accomplishment of the desired result. He said the statistics of our foreign commerce show a balance of trade in favor of this country, amounting during the last year to \$120,000,000. During the present fiscal year ending the 30th of June next, he believes the balance will be at least \$100,000,000 in our favor. He thinks that after the four years of rest since the panic of 1873 the country has reached a point when healthful industry and legitimate enterprise based on sound monetary principles may again be engaged in with profit. "We have," he said, "in addition to this got over the idea that it is essential to our social life and to our happiness that we should purchase manufactured articles of other countries when we can produce similar ones of equal merit at home. This is a very important lesson, and is one of the principal elements making a return to specie payments easier. Our people have learned to limit their wants in a great degree to productions offered by our home manufacturers. By pursuing this policy the people during the past four years have actually been saving money, and this is proved by the purchase of United States securities, and by a general looking about for safe investment." The President believes not only that the foreign demand for American productions is likely to increase greatly, but in addition to this the capitalists of the nations of the old world will look to the United States for opportunities to invest money where it can be secured from chances of war, and that, too, even during what might be considered times of uncertainty in our own affairs.

"To America," General Grant repeated, "they now look for opportunities of safe investment for their surplus capital. If any evidence of this were necessary, it can be found in the official information already received from European money centres, and also in the flattering manner in which our 4 1/2 per cent. bonds have been received in Europe. Already \$70,000,000 of these bonds have been sold, and the indications are that the remaining \$230,000,000 will be disposed of as rapidly as the bonds can be handled by the Treasury Department and the Syndicate." The President said no more timely moment can be selected for the realization of the advantages attending a return to specie payments, and the forty-fourth Congress cannot better close its existence than by the enactment of such legislation as will accomplish this result.

The World says the President will probably soon send a message to Congress recommending the immediate resumption of specie payments.

DISASTER.—Fayal advices of January 17th, report the arrival at that port of the German brig Hedwig, with the crew of the American ship Dokata, Capt. Day, which left New Orleans December 17th, for Liverpool. The Dokata on the 7th of January during a severe thunder storm was struck by lightning about 400 miles N. W. of the Azores, and the ship was soon wrapped in flames. Three days passed without seeing any passing vessel, the fire meanwhile having obtained such mastery as defied all efforts to extinguish it, the masts having fallen into the sea. The boats were then lowered, in which the captain's wife and two children, the officers and crew, 23 in all embarked, with a good supply of provisions, and on the third day the German brig Hedwig hove in sight and rescued them. The Dokata was 1,370 tons, built in Bath, Me., in 1876, and owned by J. W. Marr, of that place.

A London dispatch of the 25th ult., announces the wreck of ship John H. Kimball, Capt. Humphreys, on the English coast; officers and crew saved. She was 1,296 tons, built in 1873, and left the Texal for Cardiff only a few days previously. She was owned by J. H. Kimball and Capt. Humphreys of Bath, Me.

—Antonio Blitz, better known as Signor Blitz, the magician, whose adroit performances in this city a score of years ago may well be remembered, died at his residence in Philadelphia on the 28th ult., aged 67 years. He was the Conjurer of the Republic, the most incredible of ventriloquists, the most insatiable consumer of yards of ribbon, omelettes made in badly astonished hats, the most indefatigable producer of canary birds from watch cases, rabbits from waistcoat pockets, and butterflies from egg shells that America ever knew, and withal the prince of good fellows. About fourteen years ago, his first wife having died, he married a Miss Eaton, of Groton, Mass., who survives him. He was born in Germany, June 21st, 1810, and came to this country in 1834. During the later years of his life he performed only for the benefit of charitable institutions, having amassed a large fortune for himself and family by his previous efforts. One of his daughters is the celebrated opera-singer, Mme. Van Zandt, now in England.

—The building of narrow gauge railroads in this country, which began in 1871, when 169 miles of road were built, has increased in five years to 3,167 miles now in operation in America. The largest amount built in any one year was 819 miles in 1874, and during 1876 669 miles were put in operation, or more than one-fifth of the total amount of railway constructed in the whole country.

A VOYAGE OF 2,400 MILES IN OPEN BOATS.—Capt. Stewart, of the British ship Ada Iredale, arrived at San Francisco on the 26th ult., with three apprentice boys from Tahiti, in schooner John Bright, his vessel having been burnt at sea. Capt. Stewart reports that his ship left Adrosan, Scotland, June 20th with coal for San Francisco. On October 13th, lat. 15° North, lon. 108° West, fire was discovered in the hold. Efforts were made to extinguish the flame, but at the end of thirty-six hours an explosion of gas blew up the deck and they were obliged to abandon the vessel. Of their subsequent adventures and sufferings the following account is given:

"The boats, three, in number, were lowered, and the ship's company, consisting of the captain, two mates, carpenter, cook, steward, five boys and twelve able seamen, entered them. The captain took with him the ship's papers, nautical instruments, charts and such an amount of bread and water as could be stowed, and shaped a course for the Galapagos Islands, about 1,200 miles distant. Soon after leaving the ship the captain's boat capsized in a heavy sea and all the instruments were lost except a sextant, and also the provisions on board. The boat was righted again and the men picked up. In a few days, finding the wind and currents setting him back, the captain abandoned the design of reaching the Galapagos and steered for the Marquesas Islands, 2,400 miles distant. On November 3d one of the boats capsized and the carpenter, William Denver, was drowned. The rest of the crew were taken on board the other boats. All the food and water in the capsized boats were lost, and from that time until November 9th, when they reached Island Dominick, of the Marquesas group, all hands were restricted to three wine glasses of water per day, and throughout the time in the boats to two biscuits per day. The weather was very rough portions of the time and the men suffered severely. At night the boats were made fast to each other and kept together. The schooner John Bright was found at Marquesas and all hands took passage in her for Tahiti."

LEGISLATIVE.—On the petition for the re-organization of the Schuyler Guards in New Bedford, the committee reported leave to withdraw. A bill providing that special Justices of District Courts shall be paid six dollars for each day on which they preside at the trial of any criminal complaint or civil action, was referred to the committee on the revision of the Judicial System. On the 29th ult., a petition was presented from George T. Stearns of New Bedford, asking for the passage of a law by which the crime of drunkenness may be punished by disfranchisement, and that all places where intoxicating liquors are sold to be drunk upon the premises, the name of the owner of the building shall be displayed upon the door thereof. The matter was referred to the Committee on the Liquor law.

The State Inspector of Gas and Gas Meters in his annual report states that 5,635 meters have been inspected during the year, and that the number brought to the office and complained of as incorrect was 381; of this number 148 registered against the consumers and 53 against the company. On an average, 9 out of every 20 meters inspected are found correct, eight are found to average 5 per cent. against the consumer, and three to average 8 per cent. against the company. The opinion is expressed that ammonia causes fast meters. The candle-power of the gas of Boston and Roxbury, 18 candle-power, is the best in the State, that of Waltham the poorest, it being a little more than 14 candles. He recommends a fine, after a certain date, for all persons having meters not legally inspected, favors making 15 candle-power the standard, and that gas shall not contain more than 10 grains of ammonia or 25 grains of sulphur in 100 cubic feet. He recommends an inspection for every 3,000,000 feet of gas manufactured, which will necessitate 250 or more inspections per year in Boston, and over 600 in the State. To do the additional work thus called for, he recommends the appointment of two additional inspectors which will increase the department expenses \$3,000 yearly.

THE LOWELL FACTORIES.—From advance sheets of the annual manufacturing statistics of Stone, Huse & Co. (fortieth number) it appears that the capital stock invested in the factories at Lowell is over \$16,000,000; the number of mills is eighty-eight, besides accessory buildings; the number of spindles is 800,000; looms 17,877; females employed 10,500; males, 7,000; yards made per week—cotton, 3,200,000; woollen, about 60,000; carpeting, about 40,000; shawls, 2,500; hosiery—dozens, 20,000; pounds of cotton consumed per week, 1,000,000; wool, 152,500; yards dyed and printed per annum, 90,400,000. Most of these items, excepting capital and manual force, are increased over last year by the addition of new and improved machinery.

—The valuation of the State of New York for 1876 is, real estate, \$2,376,252,178; personal, \$379,488,140. Increase over 1875, real estate, \$287,925,306; personal, \$21,546,730. The assessors call attention to the large amount of property exempt from taxation, estimated at about three hundred millions.

—The public debt was reduced last month by \$2,069,669.

—If any one has doubts of the genuineness of half and quarter dollars, not his own, he can apply to them a drop of a mixture of 24 grains of nitrate of silver in crystal, 15 grains of nitric acid and an ounce of water. If bad, the coin will turn black; if good, no effect will be produced.

—The Fall River spinners have addressed a circular to the Treasurers of the several mills, asking for an addition of 10 per cent. to their wages, and requesting an answer by the 10th of next month.

—The Providence license commissioners granted 443 licenses last year. Arrests for drunkenness have decreased since the system went into force.

HIS IDEA OF THE WIMMIN FOLKS.—The Colorado Springs Gazette is responsible for this: We were surprised to hear one of our young men utter these words a few days ago: "I have recently gin up all idea of the wimmin folks, and come back to look at it, I gin in, but they are as slippery as eels; when you fish for them and get a bite, you find yourself at the wrong end of the hook—you're ketchin' yourself; and when you've stuffed 'em with fruit, pastry, doggytypes and jewelry, they will throw you away as they would a cold potato. Leastwise that has been my experience. But I've done with 'em now. The Queen of Sheba, Pompey's Pillar and Lot's wife, with steam engines to hold 'em couldn't tempt me. The very sight of a bonnet riles me all over."

LAWYERS' FEES.—There is no tariff of charges to regulate the bills of our legal friends. Mr. Briefless serves you for a moderate sum, but when he secures an established reputation, for the same labor he multiplies the value of his work. A bit of advice which saves perhaps \$500, costs one a hundred dollars, while a wise look or a timely wink goes down in the bill of items as "consultation, \$50.00." A Mr. Martin in New York recently brought in a bill to the builder of the Windsor Hotel for about \$60,000 for legal services, and poor Mr. Daly was informed by Mr. Martin that there was no use of contesting his claim in this action, as it would be referred by the court to a lawyer and that "lawyers would never go back on each other." One charge for negotiating a mortgage is \$15,000, and "for saving the property" he asks \$20,000. Mr. Martin has been paid \$9,600, but he asks for more.

—The joys of this world are indeed fleeting, but when a lot of boiled molasses gets into a girls hair at a candy-pulling, it may stick for weeks.

—Horace Clark once told Commodore Vanderbilt, his father-in-law, that it was a pity he did not have a college education. "Did you have a college education, Horace?" asked Vanderbilt. "Yes, sir." "Well, Horace, I don't think I could afford to swap with you," the old man replied, with a roguish twinkle in his eye.

—A New York lady was very much surprised on the occasion of her wedding the other day, to receive as a present an article of silver that she had presented to a bride some six months ago. This shows how hard times are!

—Among the applicants for relief to the Brooklyn Charity Commissioners was a woman who was found to have a large bank account. When asked why she had applied for relief when she had so much money in the bank, she replied that she was keeping that money to bury her.

—Another instance of the strange disease resulting in entire loss of appetite, which recently afflicted "Orpheus C. Kerr," is reported from Greensburg, Pa., where a young woman, 22 years of age, is reported to have been without food for six months. Though she has suffered no outward change during this time, she has become so weak as to be unable to leave her room, and the many doctors who have been called in to attend her confess that her case baffles all their science.

—Some unknown person in Boston who has been benefited by the habit of John G. Chapman of New Haven of supplying postage stamps for letters mailed without them, has sent him a painting of a ship of the line under full sail, the work of John Loos of Antwerp.

—A man in New York acknowledges that he and his partner makes \$15,000 per annum in re-coloring old and musty tens.

MARRIED

In this city, 23d ult., Mr. Charles E. Sampson to Miss Sarah J. C. Wood; 29th, Mr. Thomas Murphy to Miss Margaret Sweeney, all of this city.

In Baltimore, Md., 23d ult., Mr. T. Manson Smith to Miss Bertha Whitridge, formerly of this city.

LIED.

In this city, 28th ult., James D., youngest son of the late Capt. Aaron Dean, 11 years, 11 months and 6 days; Elmina Moore, 30; Mary, widow of the late Abial Hatch, 64; Josephine Jenney, 73; 31st, Mary Abby, only daughter of Nathaniel and Susan T. Andrews, 31 years and 9 months; Jennie C., eldest daughter of William W. and Caroline A. Taylor, 12 years and 6 months.

In Fairhaven, 30th ult., William Swift, 88 years, 9 months and 24 days.

In Nantucket, 26th ult., Alexander Sandford, 87; 26th, William Burdett, 84 years and 1 month; Mary, wife of Jesse Coffin, 82.

FOR THE AZORES.

THE Atlantic clipper bark **MODESTA**, will run as a regular packet between Boston and the Azores Islands. For freight or passage apply to **CAPT. WILLIAM LEWIS**, No. 13 Hamilton Street, New Bedford. **MEDINA BROTHERS**, No. 39 Lewis Wharf, Boston. **MANUEL J. SEQUEIRA**, Fayal, W. I. **OR SILVA, CABRAL & CO.**, St. Michaels, W. I. apl11'76-tf

CORDAGE.

THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish at short notice

GANGS OF RIGGING,

Of all sizes, and of the best manufacture. **MANILLA AND HEMP WHALE LINE**, Made from pure Manilla and Russia Hemp. All orders sent to L. A. PLUMMER, Treasurer, Rott's Square, New Bedford, Mass., will be promptly attended to.

Southward Potter, 2d.,

ACCOUNTANT,
No. 104 Union Street, (Up Stairs).
NEW BEDFORD, MASS.

Mr. Potter attends particularly to the settlement of Whaling Voyages, and making up Disbursement Accounts. Any account intrusted to him, will be faithfully attended to. sep22'74

OFFICE OF THE Atlantic Mutual INSURANCE COMPANY.

NEW YORK, January 21, 1877.
The Trustees, in conformity to the Charter of the company submit the following statement of its affairs on the 31st December, 1876:

Premiums received on Marine Risks, from 1st January, 1876, to 31st December, 1876, \$4,292,197.06
Premiums on Policies not marked off 1st January, 1876, 2,172,200.07
Total amount of Marine Premiums, \$7,101,457.73
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.

Premiums marked off from 1st January, 1876, to 31st December, 1876, \$5,001,665.12
Losses paid during the same period, \$1,865,103.43
Returns on Policies and Expenses, \$1,038,410.35
The Company has the following **ASSETS, viz.:**
United States and State of New York Stock, City, Bank and other Stocks, \$11,068,700.00
Loans secured by Stocks, and otherwise, 1,779,300.00
Real Estate, Mortgages and Mortgages, 267,000.00
Interest, and sundry notes and claims due the Company, estimated at 402,350.19
Premium Notes and Bills Receivable, 1,812,494.38
Cash in Bank, 305,012.74

Total Amount of Assets, \$15,694,867.31
Six per cent interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 6th of February next.

The outstanding certificates of the issue of 1875, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 6th of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold. A dividend of Forty per cent. is declared on the net earned premiums of the company for the year ending 31st December, 1876, for which certificates will be issued on and after Tuesday, the 3d of April next.

By order of the Board,
J. H. CHAPMAN, Secretary.

TRUSTEES.

Royal Phelps, Thomas F. Youngs, W. H. H. Moore, John D. Hewlett, Charles H. Russell, William H. Webb, James Low, Charles P. Burdett, David Lane, Francis Skiddy, Gordon W. Burnham, Alexander V. Blake, Daniel S. Miller, Adolph Lemoine, William Sturges, Robert B. Minninn, Josiah O. Low, Charles A. Marshall, William E. Dodge, George W. Lane, Robert L. Stuart, Horace Gray, James G. De Forest, Edmund W. Corlies, Frederick Chaucey, John Elliott, Charles D. Leverich, William Bryce, Adam T. Sackett, Peter V. R. F.

J. D. JONES, President.
CHARLES DENNIS, Vice President.
W. H. MOORE, 2d Vice President.
A. A. RAVEN, 3d Vice President.
jan30'77

A THRILLING NARRATIVE —OF A— WHALING VOYAGE

Or 36 Months around Cape Horn, on board Ship DAUPHIN, of NANTUCKET.
CONTAINING 220 poetical stanzas, giving a correct log of the voyage, kept by Charles Dennis, 2d officer of the Dauphin, from the date of leaving Nantucket to the day of her return, embracing a full account of the incidents of the voyage, such as capturing whales, the weather, ports visited, the crew, the cruise, the inhabitants, their manners and customs, houses, soil, etc. Also an account of the picking up of the only two survivors of the ship Essex, of Nantucket, (she having been sunk by collision with a whale,) and who had been at sea in an open boat for ninety days without proper food or nourishment, during which time a portion of the boat's crew were killed and eaten by the survivors. The book also contains numerous exciting incidents, making it one of the most interesting works ever published. It should be in the hands of everyone, particularly those interested in the whaling business. It is published by **THE ATLANTIC PUBLISHING CO.**

Single copies sent by mail, free of postage, at 25, 50 and 75 cents, and \$1.00. Copies may also be had at this office. Agents Wanted. 4t 1an23.

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(Established in 1819.)
PURCHASERS OF
Oils, Whalebone, Candles &c.,
ON COMMISSION.
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IVORY H. BARTLETT, JR.,
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PENDULUM PUMP.

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LIST OF WHALERS IN PORT.

NEW BEDFORD.

Whaling and Merchants' Shipping List.

VOL. 34. NEW BEDFORD, TUESDAY MORNING FEBRUARY 13, 1877. NO. 52.

The Whaling and Merchants' Shipping List.
AND MERCHANTS' TRANSCRIPT.
PUBLISHED EVERY TUESDAY MORNING
BY EHEN. P. RAYMOND,
8 South Second St., New Bedford, Mass.

TERMS.—\$3.50 per annum, in advance. Single copies 8 cents.
No paper will be discontinued until all arrearages are paid, except at the option of the publisher.
Advertisements inserted at 50 cents per square for the first insertion, and 25 cents per square for each subsequent insertion. Ten lines or less constitutes a square.
The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.
A complete list of American Whaling vessels with the latest report from each, is contained in this paper.

FOREIGN AGENTS.
JOHN GODDARD & CO., 81 Gracechurch Street, London, England, E.C.
A. W. PEIRCE & CO., Honolulu, Sandwich Islands.

IMPORTATIONS FOR 1877.

Table of Importations, showing the date of arrival, and the amount of Oil and Whalebone brought by each vessel.

	Bls.	Wh.	Bone.
JANUARY.			
1 Janus, N B	250	.....	.....
do, on freight	147	.....	.....
2 By Railroad, N B	.....	.....	8,940
John Howland, N B	884	885	.....
24 By Railroad, "	.....	.....	13,860
25 Starlight, Boston	34	.....	.....
26 Northern Light, S F	133	.....	.....

WHALEERS TO ARRIVE IN 1877.

The following is a list of whalers expected to arrive in 1877, with the quantity of Oil and Bone on board, when last heard from:

NEW BEDFORD.

	sp.	wh.	bone.
Abbie Bradford			
Abbott Lawrence			
A. Houghton			
Amelia			
Avola			
Coral			
do, on freight			
Franklin			
George & Mary			
George & Susan			
Hadley			
John Howland			
Mary & Susan			
Morning Star			
Nautilus			
Petrel, schr.			
Pioneer			
President, 2d			
Selma			
Stamboul			
Tamerlane			

FAIRHAVEN.

Ellen Rodman			
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MARION.

Admiral Blake			
William Wilson			

DARTMOUTH.

Matilda Sears			
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MERCHANTMEN TO ARRIVE

Ship Syren, from Honolulu			
July December 5th, from New Bedford			2,750

New Bedford and New York STEAMSHIP COMPANY.
DAILY LINE.
Fare Cheaper than by any other Route.
Steamer CITY OF NEW BEDFORD.
A. C. FISK, Commander.
Steamer CITY OF FITCHBURG.
C. H. SPRINGER, Commander.

On and after MONDAY, Nov. 8th, the Steamers of this Line will run daily, (Sundays excepted), between New Bedford and New York, leaving New Bedford from Commercial Wharf, at 5.30 P. M., and New York, from Pier 35 East River (near foot of Manhattan street), at 4.15 P. M.
The accommodations for passengers and freight are, first-class, in every respect, having all the modern improvements possible for steamers of this class.
Passengers from New York make close connections with steamers for Martha's Vineyard, Wood's Hole, Oak Bluffs, Falmouth, Heights, Edgartown, Nantucket, and with the New Bedford Railroad for points on those roads and connections. State rooms may be secured at the Parker House, or on board the steamers in New Bedford, and on board the steamers in New York, also on board the Vineyard Steamers. Fare \$3 each way.
Freight forwarded to all points West and South at the lowest rates.
Postively no freight received after 3 o'clock.
For further information apply at office of BARKING & DAVIS, Agents, 46 South street, New York, and at office of Company, 6 Commercial wharf.
Jy20-75-4t FRANK H. FORBES, Agent.

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BOLTS, SPIKES, NAILS, &C.,
Old Metal taken in exchange for new.
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apr27-72

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AND
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Whaling voyages and maritime claims settled with dispatch.
may27-76-4t

WHAT PAYS?

It pays every Manufacturer, Merchant, Mechanic, Inventor, Farmer, or Professional man, to keep informed on all the improvements and discoveries of the age. It pays the householder a newspaper that is instructive, one that fosters a taste for investigation, and promotes the thought and encourages discussion among the members.

THE SCIENTIFIC AMERICAN

which has been published weekly for the last thirty-one years, does this, to an extent beyond that of any other publication; in fact it is the only weekly paper published in the United States, devoted to Manufactures, Mechanics, Inventions and New Discoveries in the Arts and Sciences.

Every number is profusely illustrated and its contents embrace a variety of the most interesting information pertaining to the Industrial, Mechanical, and Scientific Progress of the world; descriptions with beautiful engravings of new inventions, new implements, new processes of manufacturing, and all kinds of useful notes, recipes, suggestions and advice by practical writers, for workmen and employers, in all the various arts, forming a complete repository of new inventions and discoveries, containing a weekly record, not only of the progress of the industrial arts in our own country, but also of all new discoveries and inventions in every branch of engineering, mechanics, and science abroad.

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THE SUN.

1877. NEW YORK. 1877.

THE different editions of THE SUN during the year that has just passed. The daily edition will on week days be a sheet of four pages, and on Sundays a sheet of eight pages. The Sunday edition will be a sheet of eight pages of the same dimensions and character that are already familiar to our readers.
The SUN will continue to be the strenuous advocate of reform and reformation, and of the substitution of statesmanship, wisdom, and integrity for hollow pretence, imbecility, and fraud in the administration of public affairs. It will contend for the government of the people by the people and for the people, as opposed to government by frauds in the ballot-box and in the counting of votes, enforced by military violence. It will endeavor to supply its readers—a body now not far from a million of souls—with the most careful, complete, and trustworthy accounts of current events, and will employ for the purpose a numerous and carefully selected staff of reporters and correspondents. Its reports from Washington, especially, will be full, accurate and fearless; and it will doubtless continue to deserve and enjoy the hatred of those who thrive by plundering the Treasury or by usurping what the law does not give them, while it will endeavor to merit the confidence of the public by exposing the rights of the people against the encroachments of unjustified power.

The price of the Daily Sun will be 55 cents a month, or \$5.50 a year, post-paid, or with the Sunday edition \$7.00 a year. The Sunday edition alone, eight pages, \$1.20 a year, post-paid. THE WEEKLY SUN, eight pages of 56 broad columns, will be furnished during 1877 at the rate of \$1 a year post-paid.

The benefit of this large reduction from the previous rates for the Weekly can be enjoyed by individual subscribers without the necessity of making up clubs. At the same time, if any of our friends choose to aid in extending our circulation, we shall be grateful to them, and every such person who sends ten or more subscribers from one place will be entitled to one copy of the paper for himself without charge. At one dollar a year, postage-paid, the expenses of paper and printing are barely repaid; and, considering the size of the sheet and the quality of its contents, we are confident the people will consider the WEEKLY SUN the cheapest newspaper published in the world, and we trust also the one of the very best.

Address, THE SUN, New York city, N. Y.

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Daily, via Fall River, Providence and Stonington, connecting with ALL THE EXPRESS COMPANIES in New York, North, South and West, California and Sandwich Islands, having competent Messengers who receive company each Express, our customers may rely upon orders being promptly answered and all business faithfully attended to. CHARGES SHALL BE SATISFACTORY.

BILLS, NOTES, DRAFTS, &C., COLLECTED.
FOREIGN BILLS OF EXCHANGE, and Passage Tickets to and from Europe for sale at this office.

CALIFORNIA TICKETS, by steamers leaving New York on the 5th and 21st of each month furnished as usual, and all information in regard to them, given without charge.
DAVENPORT, MASON & CO.
New Bedford, sept. 3d 1867.

Parted.

Parted, after years of joy together,
After years of summer weather,
By one thoughtless angry word;
And that word by you was spoken,
It was thus love's chain was broken,
Still my pleadings were unheard.

Parted, and that bright elysium
All has passed before our vision
Never to return again;
Now alone in grief and wonder,
On the past I sadly ponder,
While my heart is filled with pain.

Parted, but I can't forget you;
Since the day when first I met you
I have loved you until now;
I have asked you to forgive me,
I have asked you to believe me,
Keeping sacred every vow.

All in vain, 'twas unavailing,
All my prayers were useless, failing
To recall the words you said;
Through this life we roam as strangers,
For one word we meet as strangers,
To be forgotten when I'm dead.

Barbara's Uncle.

Barbara sat in her little room, busy with her sewing-machine. Around her were great piles of vests, which she had just finished. Though the room was so small, the sunlight came in and tinged everything with its golden light. Indeed, the sun is no respecter of persons, and steps as freely into the dwellings of the poor, as into the mansions of the rich.

The young girl paused in her work to listen to the song of a robin under her window; then she began to sing to herself in a care-free, happy way. Just then she heard an old body hobbling up the stairs, and afterward came a knock at her door. Barbara went to open it. An aged man stood before her—ninety he might have been, to judge by his withered face.

"Is this Barbara Henrich?" he asked in a piping voice.

"Yes," said Barbara, smiling. "Come in."

The old man put his hand to his ear, as if quite unable to catch a word.

"Come in," she shouted; and he followed her into the room.

"I'm your Uncle Jacob," he screamed, as if she were as deaf as himself—"your mother's only brother; and I have come to find you."

"Ay, ay," said Barbara, with whom the love of kindred was very strong.

The longer she gazed into his face, the more she saw the look of her mother.

There was the same kind smile, the same merry glance in the twinkling, gray eyes. So she fell to hand-shaking in her hearty German fashion; then came the tears, and it all ended by throwing her arms around his neck and kissing him.

A short time afterward, Barbara began to set the table, for to talk with her old uncle was impossible. Just as she had finished, by placing a huge platter of cabbage as a centre dish, up the stairs came her brothers, Conrad and Joe. They were much the worse for lager, as they usually were at night, and when they saw a decrepit old man sitting at their table, they were anything but pleasant.

"It's our Uncle Jacob," said Barbara, softly, "come to us from Germany—our dear mother's only brother. I wish he wasn't so deaf, I so want to talk with him."

A moment afterward, as Conrad and Joe began to swear, she was glad that he could not hear them. Barbara gave the old man her bed; then she sat down to do a little extra work, that she might buy comforts for him. At length she lay down upon a hard couch, but sleep soon came, for she was young and healthy. Next morning, Uncle Jacob was too ill to rise.

"Send the old body to the poor-house," said the brothers in a breath; "it's too much to expect us to support all our pauper relations."

"Indeed he shall not go," said Barbara, with spirit; "our mother loved him too well for that. Don't you remember how she used to talk about him? He was her only brother, and has neither chick nor child to care for him. Just see how like mother he looks—as she did in her very last sickness."

The young men answered her roughly, and, putting on their boots, stalked out of the room. Barbara bathed the old man's head, and with a few soft touches about the pillow, that love alone can give, she went back to her work.

That night the brothers came home more drunk than usual—to pick up their things and start for the West, they said.

"You'd better go with us, Barbara. We're going to make money like dirt; and as to staying here and supporting an old pauper, we will not do it."

"No, indeed, I will not leave him," said Barbara. But when she saw them going down stairs with their satchels on their arms, the love of kindred, which was so strong in her heart, made her follow them. "Let us shake hands," she said, softly, "we may never meet again;" and, rough as they were, they returned her warm kisses, and said, "God bless you," ere they departed.

When they were gone, Barbara went back to her room and cried as if her heart would break. In the midst of her weeping, there was a well-known foot-fall on the stairs, and in a minute more, her friend Fred Heiberger, was beside her.

"Don't fret," said the young man, kindly, taking her hand in his; "you'll get along better without Conrad and Joe."

"I couldn't turn away my mother's brother," said Barbara, sobbing.

"No, indeed; you're a brave girl, and you've done right."

Then he began to tell her about a little baker's shop that was that day vacant and could be had for two hundred dollars a year. There were two rooms above with sunny windows, in which, he said, her lilies and roses could but grow.

"Shall I take them, and we be married at once?" he asked.

"No," said Barbara; "something might happen—let us wait. You'd have to borrow the money, and I could not sleep with an unpaid debt."

"Yes," said Fred, "there's a risk. But it was such a good stand, and my heart ran away with me. I said to myself, that I would make good bread, and give honest weight, and perhaps have a penny for the poor and needy."

Barbara's face brightened as he spoke, but she answered—

"It will all come right in time—let us work and wait."

"Perhaps so," said Fred, with a sigh. Barbara resolved to sew harder than ever, so that, besides supporting her aged uncle, she might now and then lay up a penny.

The next day, Uncle Jacob requested his little valise to be brought to him, and spent the afternoon in examining its contents. Then he called Barbara to him, and said,—

"You have been very kind to me, and I want to give you something—all I have to give—my old German Bible. Your mother and I used to read together. Be sure you search its pages."

The tears came to Barbara's eyes, and she fondly stroked his hair in testimony of her heartfelt gratitude. When evening came, she opened the book. Carefully looking it along, her eyes fell upon a small bundle of papers. To her surprise, they were drafts to a large amount, and in her name. Just at that moment, Fred came in.

"Do look here," said the amazed girl; "what can this mean?"

"I am sure I don't know," said the young man, equally surprised.

"It means," said the uncle, with a low, chuckling laugh, "that I am most done with the money, and I want to give it to someone who deserves it. Eh, eh, child, I've been foolin' you. Conrad and Joe wanted to cart these old bones to the poor-house; would they do it now, think you?"

"And do you mean to give so much money to me?" said Barbara.

"Yes; why not? I haven't a child of my own, and why shouldn't I give it to Barbara's children; especially to the one that was willing to share her last crust with me? It's all coming out right."

"Then why may we not marry, Fred?" inquired Barbara.

Sure enough," said the uncle. "This young man shall go at once for the minister, for this sickness is no sham, whatever may be said of the deafness. Well, I shall soon be gone."

So Fred went for the minister, two or three neighbors came in, and, standing close by Uncle Jacob, the words were spoken which made the young couple one. Then they knelt by the bed, and Uncle Jacob himself offered the prayer and gave the blessing.

"Now you can take the bakery," said Uncle Jacob, when the guests were gone, and the three were left to themselves.

"It is on the corner, you say, and has two sunny windows above. Be sure you always give honest weight, and have a penny for the poor."

"I am so glad you can hear me," said Barbara, laying her hand on his withered

cheek. "I hope we shall yet have many good talks together."

"No so, my child, for I shall soon be gone. But did you notice, my dear, at what part of the Bible you found the drafts?"

"No," said Barbara, "I did not."

"It was right by the thirty-four psalm. Read it carefully, and you will find that every verse is a treasure. It is full of advice and promises of help."

All night Fred and Barbara watched by Uncle Jacob, whose life, though flickering brightly for the moment, was fast going out. At daybreak, just when the birds had begun their morning song, the aged uncle, like Jacob of old, gathered up his feet in the bed, and gave up the ghost.

A HUNDRED YEARS AGO.

The editor of the Salem, Mass., *Gazette* can conveniently turn his files to 1776 for information in regard to local topics during that stirring time. Here are a few extracts:

The public rulers in Massachusetts issued a recommendation to the inhabitants not to fire a gun at a beast, bird or mark, in order that they might husband their little stock for the more necessary purpose of shooting men. The Provincial Congress issued proclamations inviting all good citizens to make saltpetre from the earth under stables, etc., for the manufacture of gunpowder. And the *Gazette* contained in its successive numbers accounts of experiments made to attain this end. The *Gazette* of December 14 furnished accounts of experiments made in Philadelphia by "Mr. Thos. Paine for the purpose of fixing some easy, cheap and expeditious method of making saltpetre in private families." The earth of cellars, stables, barns, and outhouses, open to the air, but covered from rain and sun, is impregnated with nitre or saltpetre, more or less; and so also the soil under the floors of barns which are raised from the ground, where fowls, hogs, etc., shelter.

The *Gazette* of January 25 says:—"We are assured that Mr. Nathaniel Felt, of Salem, within a few days past, has produced, from only three pecks of earth which he took from under an old hearth, sixteen pounds and three quarters of a pound of genuine saltpetre."

Probably no town in New England was suffering more at that time from the effects of the "rebellion" than Marblehead, as may be inferred from the following:—"At a meeting of the inhabitants of Marblehead, legally warned and duly convened at the town house chamber, on Tuesday, 30th January, A. M.,

Voted unanimously, That the thanks of this town be, and they hereby are, publicly given to our worthy friends of Pennsylvania and the Jerseys, for their humane, benevolent and charitable donations distributed to the poor distressed inhabitants of this town, by their committee.

Voted also, That this town most gratefully acknowledge the donations of His Excellency, George Washington, Esq.; Major Archelaus Fuller, Major Ezra Putnam, Lieutenant Flint and of all other gentlemen, who, inspired with compassion at the miserable and helpless situation of the poor inhabitants of this town, have generously contributed to their relief.

Attest BENJA. BODEN, Town Clerk."

On the 25th of December last was taken by a Plymouth privateer and carried in there, a small sloop from New York, Moses Wyman, master, laden with provisions for the ministerial army in Boston, consisting of thirty-five fresh hogs, 100 barrels of pork, fifty barrels fine New York pippins, twenty firkins hogs' fat, some quarters of beef, turkeys, etc.

Last Tuesday sennight Captain House, with four whaleboats, took and carried into Barnstable, a sloop of 115 tons burden, bound from La Have for Boston, laden with beef, hay, potatoes and turnips.

We hear from Pepperell that a son of the late Rev. Joseph Emerson, of that place, aged eleven years, made a quantity of genuine saltpetre, taking his directions wholly from the newspapers, without any other assistance from any person whatever. A good example for other little children to follow.

An absent-minded youth went three miles into the woods to look for part-ridges, with a view of capturing a few of them. At last he espied one of these shy birds of the forest, and when he got ready to take aim he discovered for the first time that, although his powder and shot were with him, "he had left his gun at home."

The Temperance Alliance thinks the spirit of '76 is all the intoxicating beverage that should be allowed at the Centennial.

A WILD HUNT FOR MISSING LETTERS.

Quite recently Postmaster-General Jewell received a complaint from a western man to the effect that he had sent out a large number of letters, many of them quite important, and that in no instance had any of them been received at the destination. The writer assuming that a screw was loose somewhere, requested Mr. Jewell to make search among the dead letters, with a view to get a clue as to how the failure to reach those addressed occurred. At the same time the writer furnished the Postmaster General with a list of two hundred names, which included those to whom the missing letters were said to have been directed. A careful search was made, and strange to say, not one of the names given was found superscribed on any dead letter. The writer was notified, when he supplemented the first list with an additional one covering four hundred names. Not one of these could be found. He was so apprised, when, still undismayed, he sent a third list, with some eight hundred names. Mr. Jewell gave orders to have the search progress, but in the meantime addressed a letter to the postmaster nearest the residence of the complainant, and in due course of mail received the information that his pestiferous correspondent was a confirmed lunatic and was indulging in one of his freaks at the expense of the post office department.

A WARM RECEPTION.

Several days ago, Mr. Rea, the Southern Express agent at Danville, Tennessee, on the Louisville and Memphis Railroad, had an intimation that he would be robbed. Being a very cautious man and having a goodly sum of money in trust for the company, he provided himself with a double-barreled shot-gun, well loaded with buckshot, and awaited with patience for further developments. About two o'clock A. M., six men attempted to relieve his office of its contents, but unfortunately for two of the party they only received the contents of Mr. Rea's gun, killing one instantly and badly wounding another, who, however, made good his escape, and nothing has been heard from them since.

TOO MUCH TROUBLE.

The other day two colored citizens met on the walk near the City Hall, one of them angrily exclaimed:—"Misser Jones, if you doan pay dem seven dollars de law will be put to you powerful hard."

"Now, doan be onreasonin'," replied Jones, in a cajoling voice.

"But you's got money in de bank!" shouted the first.

"Yes, I know I cud gid a check on de bank, but I's got to get a blank check, borrow pen 'n ink, put on my specs, write all ober de check, go down dar to 'identify you, figger up de loss ob interest', and probable while I was in de bank some one 'ud be lookin' fur me on de street to hire me at four dollars a day. Dese am de cheif reasons why I doan want to pay de money for de next two weeks."

A FOOLHARDY EXPERIMENT.

Ten years ago—so goes the story—a young English actor, at a club meeting, made the remark that close confinement was not a very terrible punishment, upon which a nobleman present offered him ten thousand pounds if he would try it ten years. He accepted the offer, and retired from the stage to a dark cell ten by fifteen. He was allowed plenty of food, light, books, and writing materials. He has emerged from his prison, and is spending his hard-earned coin in Paris intending to return to the stage. He began his foolhardy experiment at twenty-five, but left his dungeon looking like a man of three score.

Princess Frederick, daughter of the ex-King of Hanover, is said to be the most beautiful princess in Europe. She is the devoted companion of her blind father.

A slow match—a ten years' engagement.

Always happy to meat his customers.—the butcher.

Hall's *Journal of Health* insists that we should eat onions. Have one?

The Hartford *Times* alludes to Chap. LXXXVI. of the Beecher scandal. Who's he?

Hackmen are the best-hearted fellows in the world. They never see a lone man making his way home at night without asking him to ride.

Bread is the staff of life, and liquor the stilts—the former sustaining a man, and the latter elevating him for a fall.

A Florida Judge sent his wife to jail for stealing, and when she got out, she had him impeached for dividing the plunder with her.

VESSELS NAME.	MASTERS.	AGENT'S NAME.	DATE OF SAILING.	WHERE BOUND.	LATEST REPORT.
NEW BEDFORD.	145 Baker.	Joseph & William R Wing.	December 12, 76	Atlantic Ocean.	No date, at sea, no lat &c.
Am. Harker, bark.	146 Thacher.	Jonathan Bourne.	October 20, 76	Pacific Ocean.	May 31, 76, at sea, lat 40 N, lon 40 W.
Abbot Lawrence, brig.	147 Russell.	William Lewis.	April 20, 76	Atlantic Ocean.	November 4, 76, sailed from Fayal.
Adeline Gibbs, bark.	148 Sinclair.	John T. Richardson.	August 20, 76	Atlantic Ocean.	November 21, 76, sailed from St Helena.
A Houghton, bark.	149 Fisher.	Jonathan Bourne.	May 20, 76	Hudson's Bay.	October 10, 76, sailed from Flores.
Alaska, bark.	150 Bralley.	William N Church.	June 20, 76	Pacific Ocean.	October 5, 76, sailed from Fayal.
Amelia, bark.	151 Howland.	Louisa Snow, Jr.	July 20, 76	Atlantic Ocean.	October 19, 76, sailed from Fayal.
Arnold, bark.	152 Bourne.	John P Knowles, 2d.	July 20, 76	Indian Ocean.	October 25, 76, at Ternate.
Avila, bark.	153 Robinson.	Charles H Tucker & Co.	May 23, 76	Atlantic Ocean.	November 15, 76, at sea, no lat &c.
Bart Gosnell, bark.	154 Luce.	John T. Richardson.	September 23, 76	Atlantic Ocean.	October 22, 76, at sea, lat 10, lon 25.
Bounding Willow, bark.	155 Brightman.	Charles H Tucker & Co.	November 23, 76	Pacific Ocean.	September 5, 76, sailed from Mahé.
Callao, bark.	156 Thacher.	Jonathan Bourne.	November 8, 76	Pacific Ocean.	November 23, 76, at Pico.
California, bark.	157 Thacher.	Jonathan Bourne.	December 8, 76	Indian Ocean.	November 21, 76, sld from King George's Sound.
Canton, bark.	158 Thacher.	Jonathan Bourne.	In port.	Atlantic Ocean.	Arrived August 24, 76, 40 sperm.
Catalpa, bark.	159 Foster.	John P Knowles, 2d.	September 6, 76	Atlantic Ocean.	November 17, 76, sailed from St Helena.
Charles W Morgan, bk.	160 Day.	Swift & Allen.	May 23, 76	North Pacific Ocean.	November 14, 76, at sea, lat 32 N, lon 34 W.
Chloro, bark.	161 Marvin.	Taber, Gordon & Co.	In port.	Pacific Ocean.	August 25, 76, sailed from Fayal.
Com Morris, bark.	162 Swift & Perry.	Taber, Gordon & Co.	December 4, 76	Pacific Ocean.	Arrived September 24, 76, 500 sperm.
Coral, bark.	163 Swift & Perry.	Taber, Gordon & Co.	In port.	Pacific Ocean.	August 5, 76, at Tahiti, in distress.
Daniel Webster.	164 Vincent.	George & Matthew Howland.	July 20, 76	Atlantic Ocean.	Arrived May 2, 76, 85 sperm 300 whale.
Desdemona, bark.	165 Peaks.	Jonathan Bourne.	July 20, 76	Atlantic Ocean.	October 3, 76, sailed from Fayal.
Draco, bark.	166 Swift & Perry.	Jonathan Bourne.	In port.	Atlantic Ocean.	November 21, 76, sailed from St Helena.
E Corning, bark.	167 Franch.	Jonathan Bourne.	September 27, 76	Pacific Ocean.	Arrived September 4, 76, 470 sperm.
E B Phillips, bark.	168 Murray.	Jonathan Bourne.	May 28, 76	Pacific Ocean.	December 13, 76, sailed from San Francisco.
Eliza, bark.	169 Cornell.	Taber, Gordon & Co.	September 6, 76	Pacific Ocean.	November 21, 76, at Brava.
Emma C Jones.	170 Potter.	William Watkins.	June 20, 76	Pacific Ocean.	November 20, 76, sailed from Tumbez.
E H Adams, brig.	171 West.	Swift & Perry.	September 20, 76	Pacific Ocean.	November 3, 76, at sea, lat 23 N, lon 24 W.
Europa, bark.	172 Penniman.	Thomas Knowles & Co.	October 26, 76	Pacific Ocean.	November 30, 76, at Talcahuano.
Falcon, bark.	173 Herendeen.	William Lewis.	August 29, 76	Atlantic Ocean.	November 20, 76, sailed from Madeira.
Franklin, bark.	174 Sprague.	Swift & Allen.	June 29, 76	Indian Ocean.	December 5, 76, sailed from Bay of Islands.
Gazelle, bark.	175 Mosher.	Robt H McCullough.	July 20, 76	Pacific Ocean.	November 17, 76, at sea, no lat &c.
General Scott, bark.	176 Robinson.	Jonathan Bourne.	May 23, 76	Atlantic Ocean.	November 16, 76, sailed from Tenerife.
George & Susan, bark.	177 Cannon.	George & Matthew Howland.	September 17, 76	Pacific Ocean.	Arrived September 29, 76, 300 sperm.
Golden City, bark.	178 Heyer.	Henry Clay.	In port.	Atlantic Ocean.	October 29, 76, on Coast of Arabia.
Grayhound, bark.	179 Allen.	William Lewis.	October 23, 76	Atlantic Ocean.	January 1, 77, sailed from Barbadoes.
Greenland, bark.	180 Cleveland.	Swift & Allen.	July 20, 76	North Pacific Ocean.	September 15, 76, sailed from Fayal.
Helen Mar, bark.	181 Bauldry.	Swift & Perry.	October 19, 76	Atlantic Ocean.	November 21, 76, at Palta.
Hercules, bark.	182 Sherman.	John T. Richardson.	November 24, 76	Pacific Ocean.	November 27, 76, sailed from St Helena.
Hope On, bark.	183 Baker.	Jonathan Bourne.	September 20, 76	Pacific Ocean.	November 19, 76, at Norfolk Island.
Hunter, bark.	184 Baker.	Jonathan Bourne.	September 20, 76	Pacific Ocean.	November 19, 76, at Norfolk Island.
James Arnold.	185 Wilson.	Taber, Gordon & Co.	June 3, 76	Pacific Ocean.	December 8, 76, sailed from Bay of Islands.
Janet, bark.	186 Swift & Perry.	Jonathan Bourne.	In port.	Pacific Ocean.	Arrived November 4, 76, 30 sperm.
Janus, bark.	187 Colson.	George & Matthew Howland.	October 9, 76	North Pacific Ocean.	Arrived January 1, 77, 250 sperm.
John Carver, bark.	188 Chase.	Swift & Perry.	September 27, 76	Indian Ocean.	September 28, 76, at sea, no lat &c.
John Dawson, bark.	189 Gault.	Thomas Knowles & Co.	June 20, 76	Pacific Ocean.	October 7, 76, off Gallipagos Islands.
John Howland, bark.	190 Babcock.	Joseph & William R Wing.	November 23, 76	Indian Ocean.	August 8, 76, off Mahé.
John P West, bark.	191 Howland.	Simon N West.	May 23, 76	Pacific Ocean.	November 20, 76, sailed from Tumbez, home.
John & Winthrop, bk.	192 Shiverick.	John P Knowles, 2d.	July 19, 76	Pacific Ocean.	September 25, 76, sailed from Fayal.
Kathleen, bark.	193 Howland.	Joseph & William R Wing.	July 19, 76	Indian Ocean.	November 21, 76, sailed from St Helena.
Kent, bark.	194 Church.	Joseph & William R Wing.	October 19, 76	Indian Ocean.	October 23, 76, at sea, lat 23 N, lon 24 W.
Lagoda, bark.	195 Gifford.	William Lewis.	May 30, 76	Indian Ocean.	September 29, 76, sailed from Tenerife.
Lancaster, bark.	196 Lewis.	Jonathan Bourne.	July 20, 76	Pacific Ocean.	December 1, 76, at Bay of Islands.
Lancia Stewart, bark.	197 Dowden.	William Lewis.	June 15, 76	Atlantic Ocean.	November 23, 76, off Brava.
Louisa, bark.	198 Millard.	Swift & Allen.	August 11, 76	Atlantic Ocean.	November 17, 76, at sea, no lat &c.
Lydia, bark.	199 Prato.	Bayles & Cannon.	June 18, 76	Pacific Ocean.	November 2, 76, sailed from Brava.
Marcella, bark.	200 Trapp.	Charles H Tucker & Co.	August 1, 76	Pacific Ocean.	October 23, 76, at sea, lat 14 S, lon 31 06.
Mars, bark.	201 Allen.	Gideon Allen & Son.	August 1, 76	Pacific Ocean.	November 23, 76, sailed from Talcahuano.
Mary & Susan, bark.	202 Hand.	Thomas Knowles & Co.	August 1, 76	Pacific Ocean.	November 27, 76, sailed from Talcahuano.
Matiasolett, bark.	203 Lawton.	Abbott P Smith.	August 7, 76	Pacific Ocean.	November 2, 76, sailed from St Helena.
Mercury, bark.	204 Brooks.	William Phillips & Son.	December 14, 76	North Pacific Ocean.	November 21, 76, sailed from Brava.
Mercy, bark.	205 Sturgis.	Charles R Tucker & Co.	November 27, 76	Atlantic Ocean.	October 23, 76, at sea, lat 14 S, lon 31 06.
Mias, bark.	206 Phelps.	John McCullough.	December 28, 76	North Pacific Ocean.	November 17, 76, at sea, no lat &c.
Milton, bark.	207 Silvers.	Taber, Gordon & Co.	December 28, 76	North Pacific Ocean.	November 17, 76, at sea, no lat &c.
Minerva, bark.	208 Allen.	William Lewis.	July 11, 76	Indian Ocean.	October 3, 76, sailed from Fayal.
Minnesota, bark.	209 Lewis.	Swift & Allen.	November 13, 76	North Pacific Ocean.	December 2, 76, sailed from Talcahuano.
Mt Wollaston, bark.	210 Barker.	Jonathan Bourne.	July 13, 76	Atlantic Ocean.	January 9, 77, sailed from San Francisco.
Napoleon, bark.	211 Turner.	Gideon Allen & Son.	August 25, 76	Pacific Ocean.	November 9, 76, off Talcahuano.
Nautilus, bark.	212 Lake.	Louisa Snow, Jr.	October 9, 76	North Pacific Ocean.	November 15, 76, at Talcahuano.
Norman, bark.	213 Campbell.	Jonathan Bourne.	October 9, 76	North Pacific Ocean.	October 4, 76, at sea, lat 32 N, lon 34 W.
Northern Light, bark.	214 Smith.	Ivory H Bartlett & Sons.	October 10, 76	Pacific Ocean.	December 6, 76, sailed from Honolulu.
Ocean, bark.	215 Holmes.	Ivory H Bartlett & Sons.	July 20, 76	Atlantic Ocean.	January 18, 77, at Honolulu.
Ohio, bark.	216 Smith.	Ivory H Bartlett & Sons.	July 20, 76	Atlantic Ocean.	October 21, 76, sailed from St Helena.
Osmanli, bark.	217 Osborn.	Swift & Perry.	July 20, 76	Pacific Ocean.	October 3, 76, sailed from Tenerife.
Osprey, bark.	218 Osborn.	Swift & Allen.	July 20, 76	Pacific Ocean.	November 17, 76, at sea, lat 25 S, lon 24 52.
Pacific, bark.	219 Smethers.	Swift & Perry.	December 13, 76	North Pacific Ocean.	November 1, 76, at San Jose.
Palmetto, bark.	220 Bolles.	Charles R Tucker & Co.	November 24, 76	Atlantic Ocean.	Arrived October 26, 76, 220 sperm.
Pedro Varela, bark.	221 Brenton.	Gideon Allen & Son.	November 6, 76	Atlantic Ocean.	December 29, 76, touched at St Helena.
Petu, bark.	222 Ears.	John McCullough.	April 15, 76	Atlantic Ocean.	December 9, 76, off Cape Verde.
Petrel, bark.	223 Barnes.	Thomas Knowles & Co.	July 15, 76	Atlantic Ocean.	December 10, 76, at sea, lat 25 N, lon 30, 1 wh.
Pioneer, bark.	224 Avery.	Philip H Reed.	November 16, 76	Atlantic Ocean.	August 29, 76, at sea, no lat &c.
Platina, bark.	225 Tripp.	Gideon Allen & Son.	April 10, 76	Atlantic Ocean.	December 1, 76, at sea, lat 25 N, lon 30 32.
President, bark.	226 Howland.	Charles R Tucker & Co.	October 28, 76	Indian Ocean.	August 29, 76, at sea, no lat &c.
President, 2d, bark.	227 Leese.	Joshua C Hitch.	April 29, 76	Atlantic Ocean.	October 19, 76, sailed from Tenerife.
Progress, bark.	228 Hawes.	Ivory H Bartlett & Sons.	November 16, 76	North Pacific Ocean.	December 5, 76, sailed from St Helena.
Rainbow, bark.	229 Cogan.	Ivory H Bartlett & Sons.	January 21, 76	North Pacific Ocean.	October 19, 76, sailed from Honolulu.
Rapah, bark.	230 Edick.	George & Matthew Howland.	July 14, 76	Atlantic Ocean.	October 30, 76, sailed from St Helena.
Sarah, bark.	231 Silva.	John P Knowles, 2d.	June 20, 76	Atlantic Ocean.	November 15, 76, at St. Jago.
Sarah B Hale, bark.	232 Slocum.	Gideon Allen & Son.	April 27, 76	Pacific Ocean.	October 7, 76, sailed from Tenerife.
Sea Breeze, bark.	233 Barnes.	John P Knowles, 2d.	June 1, 76	Pacific Ocean.	November 15, 76, at Tumbez.
Seaside, bark.	234 Flanders.	Ivory H Bartlett & Sons.	July 6, 76	Atlantic Ocean.	December 1, 76, at Brava.
Seine, bark.	235 Clay.	John P Knowles, 2d.	November 9, 76	Atlantic Ocean.	October 30, 76, at Tenerife.
Stafford, bark.	236 King.	Joseph & William R Wing.	July 20, 76	Pacific Ocean.	November 4, 76, sailed from Tenerife.
Stambool, bark.	237 Gifford.	Joseph & William R Wing.	May 2, 76	Atlantic Ocean.	October 20, 76, sailed from Tenerife.
Swansea, bark.	238 Ellis.	Swift & Perry.	April 18, 76	Atlantic Ocean.	November 7, 76, sailed from Tenerife.
Tamerlane, bark.	239 Moulton.	Thomas Knowles & Co.	August 6, 76	Atlantic Ocean.	July 12, 76, at Hobart Town.
Thomas Pope, bark.	240 Owen.	William Lewis.	December 7, 76	North Pacific Ocean.	December 28, 76, at sea, lat 23 N, lon 25 49.
Three Brothers, bark.	241 Owen.	Ivory H Bartlett & Sons.	October 12, 76	North Pacific Ocean.	December 3, 76, sailed from Honolulu.
Trident, bark.	242 Keith.	Joseph & William R Wing.	August 29, 76	Atlantic Ocean.	November 21, 76, sailed from Fayal.
Triton, bark.	243 Tilton.	William Lewis.	In port.	Pacific Ocean.	October 13, 76, sailed from Tenerife.
Union, bark.	244 Baxter.	John McCullough.	September 7, 76	Pacific Ocean.	Arrived September 12, 76, 30 sperm.
Varnum H Hill, brig.	245 Gifford.	William Watkins.	November 3, 76	Pacific Ocean.	September 22, 76, at sea, no lat &c.
Vigilant, bark.	246 Hammond.	William Phillips & Son.	December 15, 76	Indian Ocean.	September 30, 76, at Panama.
Wave, bark.	247 Gifford.	William Phillips & Son.	July 20, 76	Indian Ocean.	No date, at sea, no lat &c., 600 bbls.
Young Phoenix.	248 Gifford.	Jonathan Bourne.	July 13, 76	Atlantic Ocean.	October 19, 76, sailed from St Helena.
FAIRHAVEN.	249 Cogan.	Ivory H Bartlett & Sons.	January 21, 76	North Pacific Ocean.	October 30, 76, sailed from St Helena.
Gohamot, schr.	250 Crapo.	Jeremiah H Pease.	November 14, 76	Atlantic Ocean.	November 15, 76, at St. Jago.
Ellen Rodman, schr.	251 Wilbur.	Tucker Damon, Jr.	December 1, 76	Atlantic Ocean.	October 7, 76, sailed from Tenerife.
MARION.	252 Adm'l Blake, schr.	Andrew J Hadley.	December 12, 76	Pacific Ocean.	November 15, 76, at St. Jago.
William Wilson, schr.	253 Barstow.	Andrew J Hadley.	November 27, 76	Atlantic Ocean.	October 7, 76, sailed from Tenerife.
DARTMOUTH.	254 Baker.	William Potter, 2d.	September 6, 76	Pacific Ocean.	November 15, 76, at Tumbez.
Cape Horn Pigeon.	255 Childs.	William Potter, 2d.	July 22, 76	Pacific Ocean.	October 30, 76, at Tenerife.
WESTPORT.	256 Hicks.	Stephen Hicks.	October 15, 76	Indian Ocean.	November 4, 76, sailed from Tenerife.
A Hicks, bark.	257 Allen.	Andrew Hicks.	June 20, 76	Indian Ocean.	December 7, 76, at sea, lat 23 S, lon 29 W.
Mermald, bark.	258 Allen.	Andrew Hicks.	October 25, 76	Atlantic Ocean.	October 3, 76, sailed from Fayal.
Sea Queen, bark.	259 Allen.	Andrew Hicks.	October 25, 76	Atlantic Ocean.	October 3, 76, sailed from Fayal.
EDGARTOWN.	260 Marchant.	Samuel Osborn, Jr.	November 3, 76	Atlantic Ocean.	November 7, 76, at sea, no lat &c.
Eden, bark.	261 Dexter.	Samuel Osborn, Jr.	October 12, 76	Atlantic Ocean.	December 17, 76, at Porto Praya.
Perry, bark.	262 Bassett.	Samuel Osborn, Jr.	August 12, 76	Atlantic Ocean.	December 17, 76, at Porto Praya.
PROVINCETOWN.	263 Agate, schr.	William A Atkins.	In port.	Atlantic Ocean.	Arr at N Bedford Aug 2, 76, 200 sperm 100 wh.
Aleone, schr.	264 Fisher.	F. E & K Cook & Co.	April 20, 76	Atlantic Ocean.	October 21, 76, sailed from St Helena.
Antarctic, schr.	265 Lavers.	William A Atkins.	In port.	Pacific Ocean.	Arrived September 22, 76, 80 sperm.
Arizona, schr.	266 Lavers.	William A Atkins.	In port.	Pacific Ocean.	Arrived September 15, 76, 80 sperm 20 whale.
B F Sparks, schr.	267 Stephen.	Stephen Cook.	March 7, 76	Atlantic Ocean.	November 4, 76, sailed from Tenerife.
Carrie W Clark, schr.	268 Leach.	Central Wharf Co.	March 7, 76	Atlantic Ocean.	December 4, 76, sailed from St Michaels.
Charles Thompson, schr.	269 Sparks.	Samuel S Swift.	January 24, 76	Atlantic Ocean.	October 16, 76, sailed from St Michaels.
Clara L Sparks, schr.	270 Sparks.	David Conwell.	May 1, 76	Atlantic Ocean.	Arrived at New Bedford Aug 16, 76, 300 sperm.
D A Smith, brig.	271 Edward Lee, schr.	Charles Taylor.	February 7, 76	Atlantic Ocean.	Arrived at New Bedford Aug 16, 76, 300 sperm.
E H Hatfield, schr.	272 Connell.	E & K Cook & Co.	December 7, 76	Atlantic Ocean.	October 6, 76, sailed from St Michaels.
Ellen Ripzsch, schr.	273 Dunham.	Stephen Cook.	February 5, 76	Atlantic Ocean.	Arrived at N Bedford Sept 4, 76, 165 sp 200 wh.
Gage H Phillips, schr.	274 Nickerson.	Alfred Cook.	December 15, 76	Atlantic Ocean.	October 19, 76, at sea, no lat &c.
Haven, Williams & Co., schr.	275 Adams.	William A Atkins.	April 20, 76	Atlantic Ocean.	Arrived September 15, 76, 150 sperm 200 whale.
H M Simmons, schr.	276 Adams.	William A Atkins.	In port.	Atlantic Ocean.	Arrived September 15, 76, 150 sperm 200 whale.
L E Simmons, schr.	277 Foster.	E & K Cook & Co.	November 11, 76	Atlantic Ocean.	November 4, 76, at sea, no lat &c.
N J Knight, schr.	278 Buddington.	Thomas S Taylor.	In port.	Atlantic Ocean.	Arrived August 20, 76, 300 sperm 30 wh.
Quicksip, schr.	279 Wm. A. Grozier, schr.	William A Atkins.	In port.	Atlantic Ocean.	Arrived August 20, 76, 300 sperm 30 wh.
Trinity, bark.	280 Gifford.	Henry Shuber.	December 22, 76	Pacific Ocean.	December 25, 76, sailed from Barbadoes.
NEW LONDON.	281 Sisson.	Lawrence & Co.	June 15, 76	Desolation.	November 2, 76, sailed from Tenerife.
Chas Colgate, schr.	282 Bailey.	Haven, Williams & Co.	June 27, 76	Hurd's Island.	Arr at N Bedford Oct 4, 76, 250 sperm.
Emma Jane, schr.	283 Miner.	Haven, Williams & Co.	July 23, 76	Atlantic Ocean.	Arr at N Bedford Sept 14, 76, 310 sperm.
Flying Fish, schr.	284 Glass.	Haven, Williams & Co.	July 27, 76	Atlantic Ocean.	Arrived October 2, 76, 225 sperm.
Francis Allyn, schr.	285 Williams.	Haven, Williams & Co.	August 9, 76	Atlantic Ocean.	No date, at Desolation.
Golden West, schr.	286 Roach.	Haven, Williams & Co.	August 20, 76	Atlantic Ocean.	September 13, 76, at Kerguelan Island.
Helen F, schr.	287 Kenney.	Haven, Williams & Co.	June 8, 76	Cumberland Inlet.	August 23, 76, at Brava.
Isabel, brig.	288 Kenney.	Haven, Williams & Co.	June 27, 76	Atlantic Ocean.	March 9, 76, at Sandy Point.
L P Simmons, schr.	289 Rogers.	Haven, Williams & Co.	In port.	Atlantic Ocean.	October 3, 76, sailed from Pernambuco.
Nile, schr.	290 Fuller.	Haven, Williams & Co.	June 29, 76	Desolation.	October 10, 76, in Cumberland Inlet.
Roswell King, schr.	291 Fuller.	Lawrence & Co.	July 1, 76	Desolation.	October 16, 76, in Cumberland Inlet.
Trinity, bark.	292 Gifford.	Henry Shuber.	December 22, 76	Pacific Ocean.	July 24, 76, at Brava.
NEW YORK.	293 Gifford.	Henry Shuber.	December 22, 76	Pacific Ocean.	No date, at Desolation.
Onk, bark.	294 Gifford.	Henry Shuber.	December 22, 76	Pacific Ocean.	July 21, 76, at Brava.
SAN FRANCISCO.	295 Davis, bark.	Thomas W Williams.	In port.	Pacific Ocean.	September 27, 76, off Panama.
Florence, bark.	296 Williams.	Thomas W Williams.	November 29, 76	Pacific Ocean.	September 27, 76, off Panama.

ST. NICHOLAS

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1877.

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DAILY, SEMI-WEEKLY, AND WEEKLY.

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The Whalemens' Shipping List,

NEW BEDFORD:
TUESDAY MORNING, FEB. 13, 1877.

IMPORTS			
Of Sperm and Whale Oil and Whalebone into the United States, for the week ending February 12, 1877:			
	bls.	bls.	lbs.
Previously,	none.	none.	none.
From Jan. 1, to date,	1,235	2,298	22,800
Same time last year,	1,251	2,916	73,438

EXPORTS			
For the week ending February 12, 1877:			
	sp.	wh.	bone.
Previously,	864	57	.....
From Jan. 1, to date,	694	57	.....
Same time last year,	1,440	131	.....

NEW BEDFORD OIL MARKET.
For the week ending February 12.
The market is still quiet, and we hear of no sales since our last.

LETTERS.

A letter from Capt. Montross, of bark Stamboul, of this port, reports her at Strong's Island, September 29th, with 350 bls. sperm oil last season—1,100 sperm oil all told.

A letter from Capt. Lewis, of bark Morm-Star, of this port, reports her at Talcahuano, November 29th, with 300 bls. sperm oil the last cruise. Would sail December 2d on a cruise.

A letter from Capt. Herendeen, of bark Falcon, of this port, reports her at Talcahuano, November 25th, ready for sea. Had shipped 480 bls. sperm oil by the steamer for Boston.

A letter from Capt. Handy, of bark Mary & Susan, of this port, reports her at Talcahuano, November 27th, to sail that day. Had shipped 327 bls. bls. sperm oil by steamer for Boston.

A letter from Capt. Bassett, of bark Perry, of Edgartown, reports her at Porto Praya, December 17th, with oil as last reported. While at anchor at Tenerife, a French vessel dragged her anchor, and ran into the ferry, carrying away her fore rigging.

A letter from Capt. Manley, of schooner Quickstep, of Provincetown, reports her at sea, no date, having taken a sperm whale, but owing to bad weather, saved only 25 bls. of oil.

THE PROPOSED STRIKE.—The Wamsutta operatives' meeting in this city on the 2d inst., voted to demand an increase of wages, which have been reduced 35 per cent. within the last seventeen months, and if refused, to strike on the 16th inst. A resolution was passed, unanimously protesting against the proposed repeal of the ten hour law.

At a meeting of the operatives on the 7th inst., the committee reported that all but 23 of the operatives had signed the notice to quit work, and action was taken for the collection of a strike fund. Another mass meeting will be held on the 17th inst., the night before the strike. Upwards of 2,000 operatives are employed at the Wamsutta mills.

On the 9th inst., Superintendent Kilburn announced that after the 1st of March next, the wages for labor in the Wamsutta Mills will be the same that were paid in January last. This concession however fails to satisfy all the operatives and threats of a strike are still heard.

OBITUARY.—Rear Admiral Charles Wilkes, who conducted one of the most important exploring expeditions from the United States and has been conspicuous in the United States Navy during forty years, died in New York on the 8th inst., in his 77th year.

Rear Admiral James Alden, U. S. N., died on the 6th inst., in San Francisco. He was with the Wilkes exploring expedition, and distinguished himself during the civil war, as one of the most useful and determined officers in the Navy. He retired from service in 1872.

In San Francisco, Cal., on the 1st inst., Francis P., son of William G. and Sarah M. Baker, of this city.

The Directors of the Citizens National Bank have voted to increase the capital stock \$250,000, on the 2d of May next, making the capital \$500,000. Holders of stock February 4th, have the right to subscribe for as many new shares as they hold of the old stock, until the 16th of March next.

The Journeymen Painters of this city, have adopted a resolution fixing the price of their labor at 30 cents per hour, as heretofore.

At the annual meeting of the Boston, Clinton, Fitchburg and New Bedford Railroad held in South Framingham on the 6th inst., the Treasurer's statement that the increase of the floating debt of the company was caused by the consolidated company paying for the stock of the New Bedford company, and that the road is today doing more business and making more money than it ever has. A motion was adopted that the stockholders approve of the action of the Board of Directors in applying to the Legislature for authority to issue \$2,500,000 of preferred stock for the purpose of retiring the floating debt of \$2,000,000. The following gentlemen were chosen to constitute the new Board of Directors, viz:—Nathaniel Thayer, Lyman Nichols, George A. Torrey, William B. Wood, and Nathaniel Thayer, Jr., of Boston; Henry N. Brigham, Clinton; William J. Rotch and William W. Crapo, of New Bedford; Charles T. Crocker, Fitchburg.

The Will of the late Henry Magits, a native of Belgium, who died in New York on the 18th of December last, bequeaths \$10,000 to the Roman Catholic bishop of Providence, to assist in building a church upon a lot of land bought by the testator for that purpose at Martha's Vineyard; and to the church of St. Agnes, Forty-third street, New York, \$10,000, on condition that the testator's name be published forever on one of the windows.

The suit against ex-Secretary Belknap has been dismissed, the reason given by the District Attorney being that the evidence would not sustain the prosecution.

There were 328 persons killed and 1,407 injured by railroad accidents in this country last year.

A new cotton mill is projected in Lowell.

The Electoral Commission voted on the 7th inst., 8 to 7, that no evidence be received or considered in the Florida case, except the various electoral certificates, and such evidence as shall be submitted on the question of the eligibility of Humphries as Presidential elector. The vote stood: In favor of the decision—Justices Strong, Miller and Bradley, Senators Edmunds, Morton and Frelinghuysen, and Representatives Garfield and Hoar. Against the decision—Justices Clifford and Field, Senators Thurman and Bayard, Representatives Payne, Hutton and Abbott.

On the 9th inst., Mr. Garfield offered a resolution declaring in substance that the four Republican electoral votes of Florida should be counted which was adopted by the following vote:

YEAS—Messrs. Bradley, Edmunds, Frelinghuysen, Garfield, Hoar, Miller, Morton and Strong—8.

NAYS—Messrs. Abbott, Bayard, Clifford, Field, Hutton, Payne and Thurman—7.

On motion of Mr. Garfield, Messrs. Edmunds, Bradley and Miller were appointed a committee to draft a report of the decision of the commission, with a brief statement of reasons therefor, to be signed by the members agreeing therein, and to be transmitted to the joint session of the two houses, as required by the electoral vote.

The argumentative resolution, previously offered and withdrawn by Mr. Edmunds, was adopted by the committee of three, with a few verbal changes as to their report, and about 8 o'clock this evening it was signed by eight members of the commission who had voted for the adoption of Mr. Garfield's resolution.

The formal decision or report to Congress is very brief. Its points can be accurately stated as follows:

First—The commission exercising the powers of both houses under the law and having examined all the certificates and papers referred to them, find that they have no authority to hear evidence *alibi* or in other words to hear the evidence outside of the certificate of the Governor of the State of Florida, founded upon the determination of the canvassing board of the State as to its vote.

Second—The commission could not consider as evidence any act of the legislature or courts in determining whom the State had appointed as electors after the day the said electors gave their vote.

Third—In regard to the alleged ineligibility of F. C. Humphries, there was not sufficient proof that he held office on the 7th of November.

This decision will be formally presented to the President of the Senate and to the Speaker of the House, and in compliance with the electoral act the two houses will meet and the decision will be read and entered in the journals of each house, and the vote of Florida will immediately be counted for Hayes and Wheeler, unless objection be made in writing by at least five Senators and five members of the House. It is not thought likely that any objection will be made, involving as it would only an unnecessary waste of time.

David Dudley Field who was sent to Washington by Mr. Tilden for the express purpose of frightening the witnesses into making some statement damaging to the Republican cause, has been a complete failure.

In the House on the 8th inst., Speaker Kerr introduced a preamble and resolutions declaring that as the Electoral Commission had rendered a decision that made it useless to continue taking evidence before committees of the House touching the Presidential election, therefore the Louisiana Returning Board should be immediately discharged from custody. Objection being made the resolution could not be considered.

ANOTHER OCEAN DISASTER is reported in the loss of the steamship George Washington on the 20th ult., on the passage from Halifax, N. S., for St. Johns. There were 24 persons on board, including two passengers, all of whom perished. The wreck was discovered by men from Trepassy Bay. On the 26th, by means of ropes, several men were lowered 60 to 70 fathoms over the face of a cliff to the water's edge, and there found floating in the surf portions of human bodies, which appeared to have been so mutilated and broken up on the rocks as to be utterly unrecognizable. One body is marked "X. J. H. S. R. K." Another, supposed to be that of the chief engineer, wore a large gold ring. The Collector of Customs at Trepassy reports only a few articles recovered. These consist of a life-buoy and a few pieces of bedding marked "George Washington." The body of a female was found, supposed to be the stewardess, and the body of a man with the figure of a lady on his right arm holding a bunch of flowers; on the left arm was the figure of a bird. No portion of the steamer is visible. There is no possibility of visiting the scene of the wreck by boat. The gulch is surrounded by overhanging cliffs.

A letter from Trepassy, dated February 2d, says the bodies of a man and woman have been recovered since those previously reported, making a total of 15 bodies, and portions of bodies, legs and arms, picked up along the water line. All have been interred. The men were lowered down over the face of the cliff and hauled in the remains with gaffs.

The wife of Captain Whitehead of the steamer George Washington still believes that the steamer was not wrecked, believing that the bodies and ship supplies washed ashore belonged to the Cromwell, which she thinks was wrecked several weeks ago.

A new monthly line of steamers between New York and Rio de Janeiro is to be established by R. B. Borland, No. 70 Wall street, New York, and the Cassini, the first in the line, will sail from New York about the first of March, having a great part of her room both for freight and passengers already engaged.

Messrs. Buck & Hunting, bankers, in Sag Harbor, L. I., have suspended with liabilities of \$800,000. They hold the savings of all the industries of the place and much suffering will result.

The losses by fire in the United States during 1876 were \$64,630,600. The losses in Massachusetts amounted to \$5,481,400.

The Court of Aix has set aside a lady's Will because she was under the influence of spiritualism.

Mr. John J. Curtler, of Newburyport, has published a "Historical Sketch of Shipbuilding on the Merrimack River," which contains many interesting statistics, including a list of vessels built by authority of the Provincial Government, from 1608 upward, and the list of vessels built on the river and registered at the Newburyport Custom House from 1789 up to 1877. The special list of vessels built by the present shipbuilders of Newburyport show that John Currier, Jr., has built since 1831 94 vessels, with an aggregate tonnage of 85,315 tons; Charles H. Currier & Co., and George E. Currier, since 1857, 28 vessels, of 13,702 tons; Colby & Lunt, since 1866, 20 vessels, of 2,145 tons; Atkinson & Fillmore, since 1869, 11 vessels, of 9,990 tons; and George W. Jackman, Jr., since 1850, 27 vessels, of 26,370 tons. These vessels, together with about sixty which have been documented in other ports, or of which no official record was kept, make at least 2,000 of all kinds and description, with an aggregate tonnage of about 400,000 tons, which have been built on the Merrimack during the country's first century.

The Mining Journal prophesies disaster to the Pennsylvania Coal trade. At present, the prospect is decidedly discouraging, and there are rumors of financial embarrassment in several mining companies, and probable receiverships, creating much distrust of the stability of companies not now in immediate danger. Recent auction sales of large quantities of coal at low prices, and the season contracts that are being made at unprecedentedly low prices, are positive indications of present financial difficulties and of warm competition in the immediate future. The figures of the sales and contracts are barely sufficient to cover the cost of mining and placing the coal at market, while the demand is light and stock increasing.

ODD FELLOWS.—At the semi-annual meeting of the Grand Lodge of Massachusetts, I. O. O. F., held in Boston on the 1st inst., Horace W. Stickney, re-elected Grand Master. The Grand Secretary's report states that there are now in this State 134 lodges, with a membership of 21,668. During the past six months 714 members have been admitted, 674 brothers have been relieved, 281 widowed families have been relieved, 74 members have been buried, 3,759 weeks' sickness has been paid, \$27,190.68 has been paid to members as benefits, \$3,347.75 paid for relief for widowed families, \$3,415 has been paid for burying the dead, \$3,006.56 paid for other charitable purposes; the total amount paid for relief is \$37,150.35, and the receipts have been \$73,076.08. There are also in the State 28 lodges of the degree of Rebekah, with a membership of 3,037.

James Gordon Bennett, whose name has recently been so conspicuously before the public, has cabled instructions from England for the sale of the stud of horses and dog kennel. The latter were brought under the hammer last week, at ruinous prices, a pair of Gordon setters said to have cost \$1,000 realizing only \$40, and the kennel throughout at a depreciated value.

The First National Bank of Franklin, Ind., has been closed up, R. T. Taylor the Cashier, having deliberately loaded up all the important books of the bank and the entire available funds amounting to not less than \$140,000 and decamped before suspicion of wrong had been awakened. The victims are all farmers.

The unemployed ship-carpenters of Calais, Me., have formed a co-operative company for the purpose of creating employment during the dull months. The members have subscribed the small amount necessary to place a vessel on the stocks, and will contribute their labor in building her.

Richard A. Proctor, writing about the probability of there really being such things as "sea serpents," says that it is not likely that naturalists know all the forms of animals that exist in the oceans. He reminds us that the first account of a giraffe was laughed at, that the gorilla was for a long time disbelieved in, and that those who originally described a gigantic centipede were regarded as liars. Mr. Proctor's conclusion is that the stories of "sea serpents," therefore, are not unreasonable.

At a caucus of Prohibition members of the Legislature on the 7th inst., there were 37 votes in favor of a prohibitory law, 15 in favor of amending the license law, and 45 for amending the present law in case of failure of a prohibitory law.

Henry Meigs, who has amassed an immense fortune by building railways in South America, has received the contract from the Nicaraguan government for the construction of an Inter-Ocean canal.

Rev. F. A. Lockwood of Fall River, has sold a quarter interest in his patent for dressing leather to a Philadelphia firm for \$25,000 and another tenth part for \$10,000. It has been arranged to form a stock company of \$150,000 of which he retains \$90,000.

A bank book was presented by a lady at the Springfield Institution for Savings, last week, which had not been seen by the bank officials since the original deposit of \$300 was made thirty-two years ago, on which the accumulated interest alone now amounted to \$1,649.

Messrs. Buck & Hunting, bankers, in Sag Harbor, L. I., have suspended with liabilities of \$800,000. They hold the savings of all the industries of the place and much suffering will result.

The losses by fire in the United States during 1876 were \$64,630,600. The losses in Massachusetts amounted to \$5,481,400.

The Court of Aix has set aside a lady's Will because she was under the influence of spiritualism.

FOREIGN.

The British Parliament was opened on the 8th inst., by the Queen in person. The Queen's speech considers the Eastern question, and states that in taking the steps she did with respect to a conference her object was, throughout, to maintain the peace of Europe and of the disturbed provinces without infringing upon the independence and integrity of the Ottoman Empire. Her relations with other powers continue friendly.

The Turkish question, as between the Porte and the Provinces, is still unsettled. The London Times dispatch from Belgrade says that the peace negotiations between the Serbian agent and the Turkish Ambassador at Vienna have been broken off in consequence of the Porte's persistence in demanding guarantees, the nature of which it refused to specify. If peace is not made with Serbia before March 1st, the Turks intend to march in converging columns on Kragujevatz, the former capital, and call together a Serbian Assembly there, which shall overturn the present government and make a satisfactory treaty with the Porte.

Midhat Pacha, the grand Vizier of the Porte, has been deposed and Edhem Pacha appointed in his place. This is regarded as an indication that Turkey is growing more and more stubborn in her determination to reject all attempts at foreign intervention. Edhem Pacha was one of the Turkish representatives at the Conference, and was noted for his determined opposition to the demands of the Powers. Midhat Pacha was ordered to quit Constantinople, and has left for Syria.

A despatch from Frankfurt says the treaty between Roumania and Russia is on the point of coming into operation. The Russian army received orders to be prepared to cross the Pruth if the Porte concentrated troops on the Dalmatian frontier.

The present Winter at St. Petersburg, it is stated, has been more severe than for 153 years previous. On the 30th of December the thermometer in that city fell to 32° Reaumur below zero, (equal to 40° Fahrenheit). Several cabmen were found frozen to death on their seats, while cats, pigeons, and even sparrows were found dead in the streets. At night large fires were kept burning in the public squares for the benefit of the police. In the town of Vologda, in the interior, the thermometer sank as low as 44° (R.) below zero, or 58° Fahrenheit.

It is stated from Rome that the young Prince Louis Napoleon has been initiated by Prince Humbert into the mysteries of Italian Freemasonry. The Pope is very dissatisfied with the conduct of the ex-Empress Eugenie and of her son. Plus IX. had advised the young Prince to quit Italy as soon as possible. This judicious advice, however, has not been followed; on the contrary the Empress has been very assiduous in her visits to the Quirinal, and is in constant intercourse with those of the noble families in Rome who are partisans of King Victor Emmanuel. For these reasons the Pope refused to dispense with his own hands the Holy Communion both to the Empress and the Prince.

The temperance reform clubs are being organized in all parts of Rhode Island. Last week there were twenty reform temperance meetings in the towns and villages. The Providence reform club is preparing for a grand festival at Howard Hall, February 14, 15 and 16.

The Rhode Island Grand Lodge of Odd Fellows met in annual session in Providence last week. The number of lodges in the State is 40; membership, 5,419, a gain of 6 for the year. The total amount paid for relief was \$18,832.51.

A bill repealing the law forbidding the intermarriage of whites with negroes or Indians was passed in the Rhode Island House of Representatives last week, by a vote of 37 yeas to 28 noes. The Rhode Island General Assembly, in grand committee, elected Edmund S. Hopkins of Providence as Assistant Attorney General.

B. S. Hicock, Postmaster at Southbury, Conn., a man hitherto much respected, has been caught in the act of robbing the mails. He was at once arrested and made a confession of his guilt. He was bound over in \$2,000 for trial.

Nathan Lebeun, late Cashier of the National Bank of Montrose, Pa., is under arrest for a \$10,000 forgery, besides having misappropriated \$90,000 of the funds of the bank.

The Farmers and Mechanics' National Bank of Hartford, Conn., which has a capital of \$1,105,000, and a surplus of over \$400,000, is found to be a heavy loser, owing to overdrafts and loans made without the knowledge of the Directors. The extent of the losses is not known, but the capital probably will not be impaired. The impairment, if any, is slight. Nothing implicates the officers as participating in the misused funds, and the affair is very peculiar.

The amount paid for fertilizers for the 25,508 farms in Connecticut is variously estimated at from \$500,000 to \$1,000,000 per annum, some single towns using from \$30,000 to \$50,000 each. The establishment of the experiment station at Middletown to examine and report upon the merits of fertilizers is said to save the farmers from \$50,000 to \$100,000 yearly.

The American Colonization Society has sent 48 emigrants to Liberia the past year, at a cost of \$17,671. If the money had been divided among them to keep them at home, doubtless they would have been better off.

"I never can enjoy poetry when I'm cookin'," said an old lady; "but when I step out to feed the hogs, and 'lat myself on the fence and throw my soul into a few lines of 'Cap'n Jinks,' it does seem as if this alrth was made to live on, after all."

THE GLOUCESTER FISHERMEN.—The Cape Ann Advertiser, in noticing the sad losses to the fishing fleet, says:—"But the loss of vessel property falls into utter insignificance when compared with the lives that went down in the vessels. The hopes which went down with them and the homes and hearts made desolate is sad to contemplate, and may God in His mercy send peace to the aching hearts in that community to-day. The blow is a terrible one, and the year just closed has witnessed a larger loss of life and vessel property from Gloucester than any year since the fishing business has been established there. The character of the business, attracting as it does men of all nations, many of whom come one day and are at sea the next, frequently leaving at the close of the voyage or season, renders it impossible to give accurate statistics of the number of the widows and fatherless children resulting from these disasters. But of the lost fishermen of 1876 it is known that 54 left widows and that 112 children were made fatherless. Of the total number of men lost, 167 went down with their vessels, 21 were lost overboard, and 24 were lost in dories while attending to their trawls. The nearest approximation to the losses of 1876 was in 1873, when 174 lives were lost, and 31 vessels, valued with their outfits at \$118,700.

The Missouri Pacific Railroad Company has entered suit at St. Louis against the Atlantic and Pacific Railroad (now called the St. Louis and San Francisco road) for breach of contract, and asks judgment in the sum of \$7,550,000. The suit grows out of the lease of the Missouri Pacific and its branches in June, 1872, to the Atlantic and Pacific, which, it is claimed, was unlawfully broken, and the aggregate sum prayed for is made up of several amounts which plaintiff alleges were lost through the act of the defendants and the sale of the Missouri Pacific under decree of the United States Circuit Court.

The outlook for cotton mills in Lewiston, Me., is a most promising one, and the prospect is encouraging for a revival in the woolen industry. The Lewiston Journal says: A mill agent, who is a close observer of markets and manufactures, says: "Wait till this Presidential question is settled, and you will see spindles rattle as you haven't before since the war."

The French debt to the amount of one thousand millions sterling is held by four millions of persons, while British Consols to the amount of seven hundred millions are held by more than 250,000 persons.

Webster's Dictionary has a large circulation notwithstanding the hard times; but some of the postmasters have evidently not yet become possessors of a copy of the unabridged, for one recently orders of the publishers a "postle Guide."

A case recently tried at Exeter illustrates a large class of jury trials. It was a suit for trespass in passing over a piece of land two rods wide. The defendant confessed \$4 damage. It took four days to try the case, a large number of witnesses being examined. The jury were out all night, and then compromised on a verdict of \$3.05. Cost to the county, \$500; to the parties, \$500 more.

MARRIED.

In this city, 1st inst., Mr. Charles W. Wordell to Miss Amelia F. Harrison, both of this city.

In Dartmouth, 31st ult., Mr. James E. Rogers to Miss Hannah J. Beeson, both of Dartmouth.

LIED.

In this city, 2d inst., Edward Saunders 46; 3d, Hannah, widow of the late William W. Underwood, 77 years and 10 months; 4th, Sophia Durick, 35; Sally Caswell Weaver, 88; 6th, Capt. George S. Chase, 43 years, 6 months and 5 days; Eunice N., wife of Elisha Reynolds, 62 years, 10 months and 21 days; Theresa Joquine, 85; 8th, Elizabeth, wife of Thomas Sharpley, 36 years and 11 months; Ruth, daughter of William H. and Drusilla Sykes, 6 months; 9th, Capt. Heywood M. Sumner, 37; Hannah D., widow of the late Winthrop Adams, 84.

In Dartmouth, 8th inst., Sylvia A., wife of James S. Winslow, 50 years, 10 months and 17 days.

In Westport, 3d inst., Noah Kirby, 94 years and 20 days; 6th, Miss Amy Allen, 79 years and 24 days.

In Acushnet, 6th inst., Louisa R., wife of Orrin P. Sawyer, 29 years, 8 months and 24 days.

In Mattapoisett, 4th inst., William J. Daniels, formerly of this city, 38 years and 10 months.

In Taunton, 7th inst., Henry Ryder, formerly of this city, 50.

In St. Paul, Minn., 4th inst., Lydia Carrie DelBaptiste, daughter of A. G. Jourdain, of this city, 31 years and 3 months.

FOR THE AZORES.

THE AT clipper bark **MODESTA**, will run as a regular packet between Boston and the Azores Islands. For freight or passage apply to **CAPT. WILLIAM LEWIS**, No. 12 Hamilton Street, New Bedford.

MEDINA BROTHERS, No. 39 Lewis Wharf, Boston.

MANUEL J. SEQUERA, Paya, W. I.

OR SILVA, CABRAL & CO., St. Michaels, W. I.

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THE NEW BEDFORD CORDAGE COMPANY are now prepared to furnish at short notice

GANGS OF RIGGING, Of all sizes, and of the best manufacture.

MANILLA AND HEMP WHALE LINE, Made from pure Manilla and Russia Hemp.

All orders sent to **A. PLUMMER**, Treasurer, Rotch's Square, New Bedford, Mass., will be promptly attended to.

OFFICE OF THE Atlantic Mutual INSURANCE COMPANY.

NEW YORK, January 21, 1877.
THE Trustees, in conformity to the Charter of the company submit the following statement of its affairs on the 31st Dec. 1876:

Premiums received on Marine Risks, from 1st January, 1876, to 31st December, 1876, \$4,292,187.00
Premiums on Policies not marked off 1st January, 1876, 2,172,200.07

Total amount of Marine Premiums, \$7,181,487.07
No Policies have been issued upon Life Risks; nor upon Fire disconnected with Marine Risks.

Premiums marked off from 1st January, 1876, to 31st December, 1876, \$5,061,056.12
Losses paid during the same period, \$1,805,193.49
Returns of Premiums and Expenses, \$1,038,410.39

The Company has the following Assets, viz: United States and State of New York Stock, City, Bank and other Stocks, \$11,068,700.00
Loans secured by Stocks, and otherwise, 1,770,200.00
Real Estate, Bonds and Mortgages, 267,000.00
Interest, and sundry notes and claims due the Company, estimated, 462,200.19
Premium Notes and Bonds receivable, 1,812,204.38
Cash in Bank, 365,012.74

Total Amount of Assets, \$15,694,867.31
Six per cent. interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 6th of February.

The outstanding certificates of the issue of 1873, will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 6th of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment, and cancelled. Upon certificates which were issued for gold premiums, the payment of interest and redemption will be in gold.

A dividend of Forty per cent. is declared on the net earned premiums of the Company for the year ending 31st December, 1876, for which certificates will be issued on and after Tuesday, the 3d of April next.

By order of the Board,
J. H. CHAPMAN, Secretary.

TRUSTEES.

J. D. Jones, Royal Phelps, Charles Daniels, Thomas F. Youngs, W. H. H. Moore, C. A. Hind, Lewis Curtis, John D. Hewlett, Charles H. Russell, William H

